CALIFORNIA DEPARTMENT OF TRANSPORTATION
www.dot.ca.gov/dist07

District 7 Update 2001

Los Angeles • Ventura Counties

Gray Davis - *Governor*
Maria Contreras-Sweet - *Secretary, Business, Transportation and Housing Agency*
Jeff Morales - *Director, California Department of Transportation*

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The Caltrans Mission

The Caltrans Mission is to improve mobility across California.

California will have the safest, best managed seamless transportation system in the world.

- Every Caltrans employee contributes to improving mobility.
- Our workforce will be a diverse, professional and effective team that values each other's contributions.
- We will be responsive and accountable.
- We will be well-managed and serve as a model for others.
- We will work in partnership with other agencies and the public to assure that our work is done in a way that is sensitive to the needs of the environment and communities.
- We will use the latest research and technology to improve mobility for people, goods and information.
- We anticipate and plan for changes.
- The public will appreciate the quality of our product, service and the ongoing participation they have in our decision-making.

Department Goals:

- Continue to improve the effectiveness of our product, information and service.
- Continue to improve a high performing and successful workforce.
- Communicate effectively internally and externally.
- Demonstrate leadership and integrity in everything we do.
- Be good stewards of the public's resources and transportation investments.

Caltrans' Principles:

- We strive for quality in everything we do.
- We have integrity.
- We are committed to our employees and California.
- We get it done with teamwork.
- We lead the way.
- We are accountable.
- We are innovative and flexible.
- We communicate.
- We empower employee.

The Caltrans Organization

Jeff Morales

Director, California Department of Transportation

In May 2000, Governor Gray Davis appointed Jeff Morales as Director of the California Department of Transportation (Caltrans), where he manages a $10 billion budget and more than 23,000 employees working to build, maintain and operate the largest state transportation system in the country.

Director Morales formally began his duties on June 1, 2000, after serving as Executive Vice President for Management and Performance at the Chicago Transit Authority (CTA). As head of Caltrans, Director Morales' highest priority is to deliver Governor Davis' far-reaching plan to cut traffic congestion in the state. He is charged with finding new ways to improve the pace and efficiency of the Department's project delivery process.

The 2000/01 California State Budget commits $6.8 billion in new transportation funds, including $5.3 billion for Governor Davis' Transportation Congestion Relief Plan. Over the next five years, the plan will fund 141 locally recommended projects, the largest General Fund commitment to transportation in state history.

Director Morales has a wide range of experience in transportation and government. At the CTA, he spearheaded major reforms to improve service and increase ridership at the nation's second largest transit agency. Those efforts were instrumental in reversing the steady decline in ridership that had prevailed for the previous 15 years.

Prior to his tenure at the CTA, he was a senior staff member with Vice President Al Gore's National Performance Review, the task force to reinvent the federal government. It has saved taxpayers more than $130 billion and produced dramatic improvements in the management of federal programs.

He secured unprecedented reforms within the Federal Aviation Administration's personnel and procurement systems. In 1996/97, he was Issues Director of the White House Commission on Aviation Safety and Security, which laid out a blueprint for a national aviation policy in the 21st century. Morales held senior positions at the U.S. Department of Transportation and was on the staff of the U.S. Senate, where he was a principal drafter of the landmark Intermodal Surface Transportation Efficiency Act of 1991.

Tony V. Harris

Caltrans Chief Deputy Director

As the Chief Deputy Director for the California Department of Transportation, Tony V. Harris is responsible for the daily operations of the Department's 22,000 employees and nearly $10 billion annual budget.

Also known as Caltrans, the organization is the largest state Department of Transportation in the country. It operates a multi-modal system that includes more than 15,000 miles of highway, an inter-city network of passenger trains, and has oversight of such programs as aeronautics, planning mass transportation, traffic operations and management, and assistance to local and regional transportation agencies.

Appointed officially on March 6, 1999, Harris came to his new job after 16 years of engineering and management experience with both Caltrans and the Federal Highway Administration (FHWA).

Harris' duties include acting on behalf of the Caltrans Director in his absence, and executive responsibility for the Department's 12 Districts and six Service Centers. He further is delegated to act on behalf of the Director at various meetings, boards and commissions.

Since 1997, Harris had been the Caltrans District 7 Director, an administrative area consisting of 2,300 employees and a $2.3 billion budget. During that assignment, he was responsible for overseeing the state transportation system, including 1,191 miles of freeways and highways in Los Angeles and Ventura counties.

Prior to his assignment in Los Angeles, he had served from 1989 to 1997 in Sacramento as a program manager, office chief, and design engineer for Caltrans. Among his high-profile assignments, Harris worked as a design engineer on Oakland's Cypress Freeway replacement project.

A licensed engineer, Harris earned his degree in civil engineering from North Carolina State University.

District 7 Profile

Southern California State Map of Caltrans Districts and Counties

Vital statistics on Caltrans District 7 (Los Angeles & Ventura Counties)

The California Department of Transportation (Caltrans), formerly known as the California Division of Highways, was established by the state Legislature in 1972. The department is primarily responsible for the planning, design, construction, maintenance and operation of the state highway system. Other responsibilities include mass transit system enhancement, railroad system development, sea port and waterway expansion, air transportation planning and assisting area governments and agencies in planning and developing local transportation improvements.

District 7, which includes Los Angeles and Ventura Counties, is the second largest of Caltrans' 12 districts. It employs 3,100 people, with the largest group - approximately 1,600 - working in the Construction and Maintenance area.

The remaining employees in District 7 are distributed between External Affairs, Resource Management, Planning, Design, Program and Project Management, Operations and Right of Way. The annual personnel and operating expense budget is approximately $276 million.

There are 27 freeways located within District 7 covering 615 miles. During the next seven years, the District will manage a budget of approximately $2.3 billion, which includes all aspects of highway and rail design and construction.

There are 88 cities and 4,083 square miles in Los Angeles County, which has a population of over 9.6 million people. There are 92 million vehicle miles traveled on the county's 527 miles of freeway on an average day. There are

382 conventional highway miles in Los Angeles County.

Ventura County spans 1,873 square-miles, includes 10 cities, and has a population of over 700,100. An average of 7 million-vehicle miles are traveled on a daily basis on the county's 88 miles of freeway. There are 185 conventional highway miles in Ventura County.

The first freeway in California was the Pasadena Freeway (110). Originally called the Arroyo Seco Parkway, it was 6 miles long and cost $5.7 million. It opened on Dec. 30, 1940. The newest freeway is the 17.3-mile Glenn Anderson (I-105) Freeway, which stretches from Norwalk to El Segundo. It opened on Oct. 14, 1993 and cost $2.3 billion.

District 7 Mileage

Freeway miles in Los Angeles County:527
Highway miles in Los Angeles County: 382

Total freeway/highway miles in Los Angeles County: 909

Freeway miles in Ventura County: 88
Highway miles in Ventura County: 185

Total freeway/highway miles in Ventura County: 273

Total freeway miles in District 7: 615
Total highway miles in District 7: 567

Total freeway/highway miles in District 7: 1,182

District 7 Miles Traveled

Average Vehicle Miles Traveled per day in Los Angeles County (in millions): 92
Average Vehicle Miles Traveled per day in Ventura County (in millions): 7

Total Average Vehicle Miles Traveled per day in District 7 (in millions): 99

Robert W. Sassaman

District 7 Director

Robert W. Sassaman, a prominent engineer and administrator who helped bring an innovative project management system to Caltrans, is responsible for the day-to-day operation of District 7, which includes Los Angeles and Ventura counties.

Sassaman was appointed to his current position as District Director at Caltrans District 7 on August 13, 1999. Prior to his appointment, he served as Chief Deputy for four years. In March of 1999, he stepped into the position of heading the district when Governor Gray Davis named Tony Harris, as Caltrans Chief Deputy Director in Sacramento. Prior to his tenure as Chief Deputy, he was Deputy District Director for Project Management at Caltrans District 8 in San Bernardino, a post he held since 1988. In that capacity, he was responsible for directing a professional engineering staff in the development, design and delivery of highway projects totaling in excess of $100 million a year.

Sassaman was a member of a team that helped develop the project management concept at Caltrans, and later helped implement the system in District 8. The district was the first one in the state to use "single hat" project managers to streamline the process of delivering transportation improvements. He also was a facilitator at the project management academies that taught the system to Caltrans supervisors.

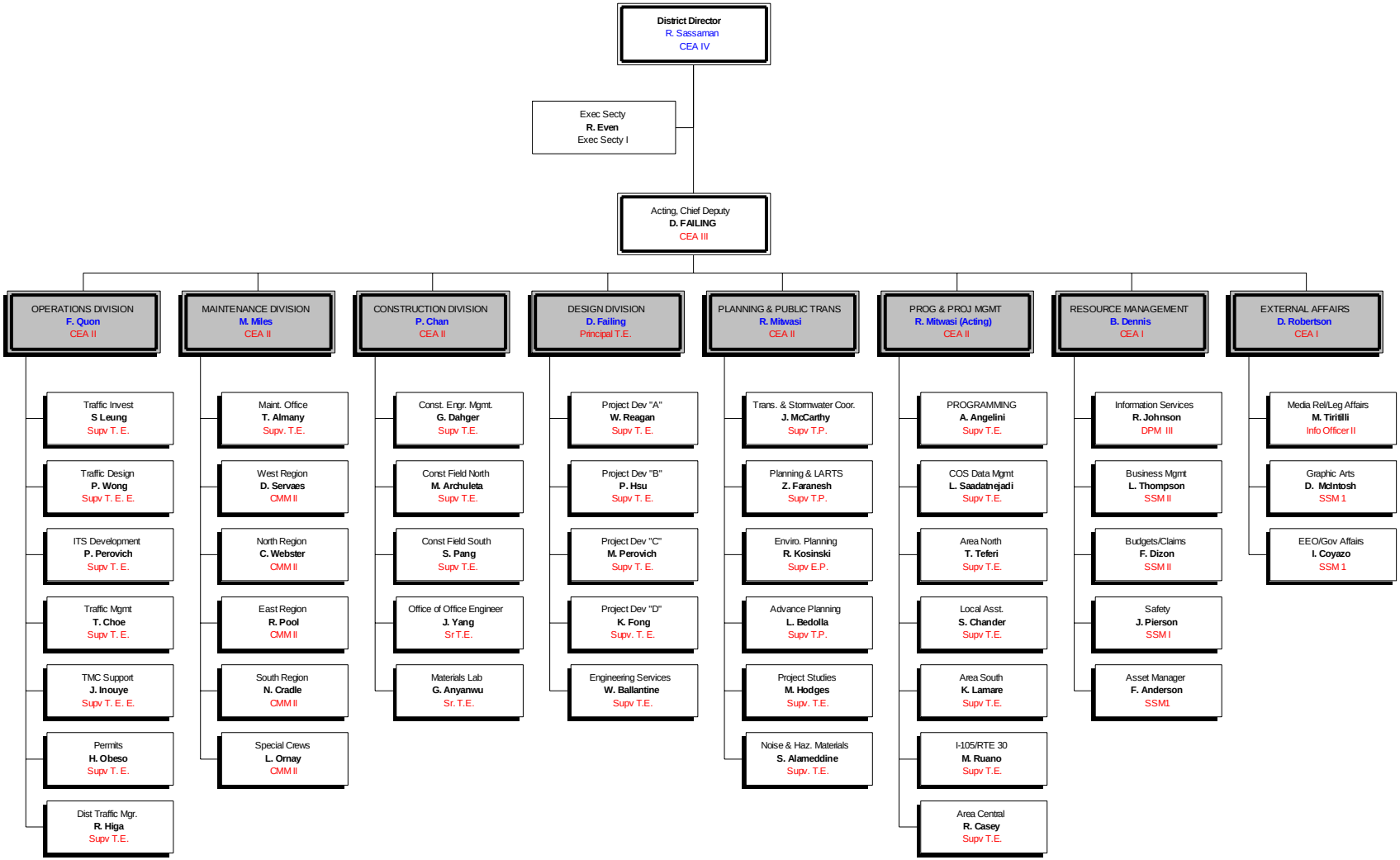
Among Sassaman's other career highlights are supervising the design of the complex Simi Valley/San Diego Freeway interchange (now named the Ronald Reagan Freeway - 118/405) in the San Fernando Valley area of Los Angeles.

Sassaman was born in Neptune, New Jersey, but grew up in Phillipsburg, on the Pennsylvania border. He earned a Bachelor of Science degree in Civil Engineering from Lafayette College in Easton, Pennsylvania, and a Master of Science degree in Civil Engineering from the University of Southern California. He also completed course work at California State University, Long Beach, and Mount San Antonio College in Walnut, California, in business management. He holds a certificate in real estate from Mount San Antonio College.

Sassaman was hired at Caltrans District 7 as a junior civil engineer in July of 1962; and held a variety of positions within the district over the next 26 years. They included Design Project Engineer of the 118/405 Freeway interchange; Resource Management Section Chief; Project Management Section Chief; Hydraulics Section Chief; Management Services Branch Chief; and Deputy District Director for Administration.

Sassaman is registered as a Professional Engineer in California (Civil), and is a member of the American Society of Civil Engineers and the Project Management Institute.

State Of California
Department Of Transportation
District 07



Prepared by Office of Budgets

Douglas R. Failing

Chief Deputy District Director

Doug Failing is the second in command responsible for the day-to-day operation of the nearly 3000 Caltrans employees serving District 7, which includes Los Angeles and Ventura counties.

Failing was appointed to his current position as Chief Deputy District Director at Caltrans District 7 on December 4, 2000. Prior to his appointment, he served as District 7's Division Chief for Project Development since March of 1994 where he managed a staff of approximately 470 engineers, surveyors and technical support staff responsible for delivering $1.5 billion worth of transportation improvements in Los Angeles and Ventura counties.

Failing also represented Caltrans on the Alameda Corridor Transportation Authority Governing Board. The major goods-movement project includes a 20-mile rail distribution system to connect the ports of Los Angeles and Long Beach with the distribution centers downtown. It is estimated that the Alameda Corridor could result in employment growth of 700,000 in Southern California by the year 2020 and economic output increase of about $70 billion.

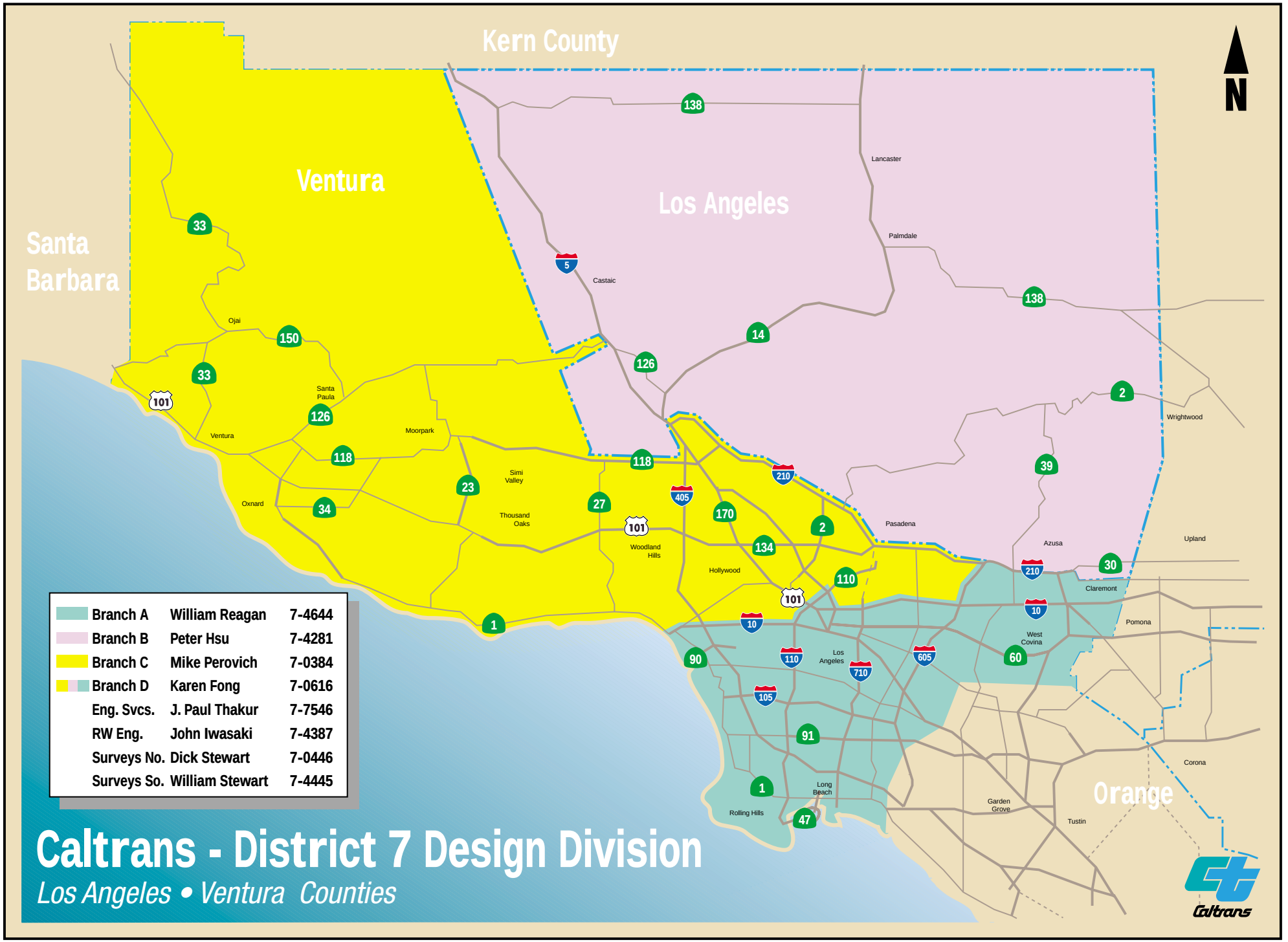
Following the devastating Northridge earthquake of Jan. 17, 1994, Failing was placed in the forefront of the recovery effort. He and his staff delivered three of the four major freeway rebuilding contracts — all in record time. The projects were awarded by competitive bid using a cost-plus-time system, which allowed reconstruction to begin within days rather than months. It was the first time the system had ever been used at Caltrans.

Failing oversaw the reconstruction of the Golden State Freeway at Gavin Canyon, the Santa Monica Freeway at La Cienega/Fairfax and Venice/Washington, and the interchange projects at the Golden State and Antelope Valley Freeways.

Failing, a native of Grayling, Mich., is a 1975 graduate of Grayling High School. He earned a Bachelor of Science Degree in Civil Engineering from Michigan Technological University in Houghton in 1980. He was hired at Caltrans in June of 1980 as a junior civil engineer.

He is a Registered Civil Engineer in the State of California and was an Executive Board member of the Institute for the Advancement of Engineering and past president of the IAE-College of Fellows. The non-profit educational corporations are organized to inform the general public of the role of engineering in advancing human welfare. The College of Fellows annually awards scholarships to deserving undergraduate engineering students.

Failing also is a trustee of the Arcadia Educational Foundation. This non-profit organization is dedicated to raising funds for the purpose of supporting the public school system in the community where Mr. Failing resides. Failing also is a member of the Order of the Engineer and Professional Engineers in California Government



03/20/01 • Design Div Branch boundaries

Deborah Robertson

Deputy District Director, External Affairs

The division of External Affairs provides services in the areas of Media relations/Public Affairs, Legislative and Governmental Affairs, Equal Opportunity, Graphic Services, and Executive Office Support. The Division's Annual Operating and Personnel Service Budget is approximately $3 million.

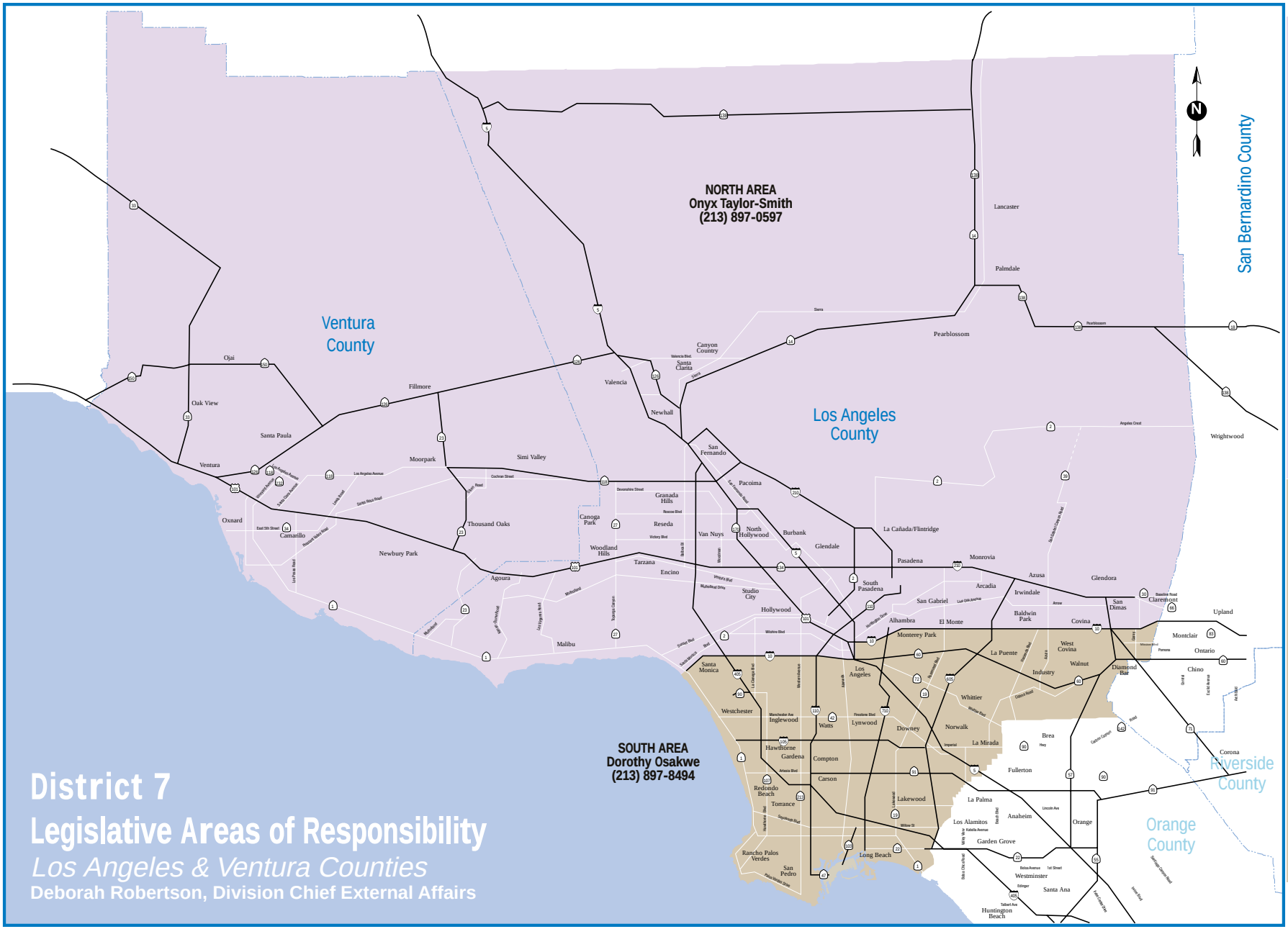
District 7, representing a highly populated and diverse segment of the state, assists in providing transportation facilities and services to over 8 million members of the motoring public. The District, covering Los Angeles and Ventura Counties, handles legislative inquiries from over 60 state and federally elected officials' offices, and local elected inquiries from approximately 100 incorporated cities and county municipalities' governments. Additionally, recognizing the greater Los Angeles area as a major media and entertainment center, both nationally and internationally, the Division of External Affairs responds to a host of various media venues covering transportation related issues.

Prior to her current position, Ms. Robertson was the Chief of Certifications, for the Department's Business Enterprise Program. Regulated by federal and state guidelines, the Office was responsible for maintaining the certification eligibility of over 6,000 certified Disadvantaged Business Enterprises (DBE) for all state agencies providing contracting opportunities.

Ms. Robertson has also held the position of District Human Resources Branch Chief and Branch Chief of Public and Governmental Affairs in District 8, from 1990 to 1995. Her overall responsibilities included managing resources and activities in the areas of Budgets, Personnel, Safety/Labor Relations, Training, and Governmental Affairs. As Human Resources Chief, she was responsible for administering the District's multi-million dollar operating expense budget and development of staffing plans consistent with reduced allocations.

Prior to her current career with Caltrans, Ms Robertson held various positions in her professional career, some of which included: Special Assistant to the Director for the Port of Los Angeles, Business Representative for Service Employees International Union and Program Director for the San Diego Youth Involvement Project.

A native Californian from San Diego, Ms. Robertson holds a Bachelor of Arts Degree in Urban Planning from the University of California, San Diego (UCSD), and a Masters degree in Public Administration from City University of New York (CUNY). She is a 1986 graduate of the National Urban Fellows.



District 7
Legislative Areas of Responsibility
Los Angeles & Ventura Counties

Deborah Robertson, Division Chief External Affairs

Gov Affairs Area Response Map • 04/16/01

District 7 Area of Responsibility

North Area

ASSEMBLY DISTRICTS
34 Phil Wyman
35 Hannah Beth Jackson
36 George Runner
37 Tony Strickland
38 Kieth Richman
39 Tony Cardenas
40 Robert M. Hertzberg
41 Fran Pavley
42 Paul Koretz
43 Dario Frommer
44 Carol Liu
45 Jackie Goldberg
49 Vacant
59 Dennis Mountjoy
63 Bill Leonard

SENATE DISTRICTS
17 William Knight
18 Jack O'Connell
19 Tom McClintock
20 Richard Alarcon
21 Jack Scott
22 Richard Polanco
23 Sheila Kuehl
29 Robert Margett
31 James Brulte

CONGRESSIONAL DISTRICTS
23 Elton Gallegly
24 Brad Sherman
25 Howard McKeon
26 Howard Berman
27 Adam Schiff
28 David Dreier
29 Henry Waxman
30 Xavier Becerra
31 Hilda Solis

U. S. SENATE
Barbara Boxer

South Area

ASSEMBLY DISTRICTS
46 Gil Cedillo
47 Herb Wesson
48 Roderick Wright
50 Marco Firebaugh
51 Jerome Horton
52 Carl Washington
53 George Nakano
54 Alan Lowenthal
55 Jenny Oropeza
56 Sally Havice
57 Ed Chavez
58 Thomas Calderon
60 Robert Pacheco
61 Gloria McLeod

SENATE DISTRICTS
24 Gloria Romero
25 Edward Vincent
26 Kevin Murray
27 Betty Karnette
28 Debra Bowen
30 Martha Escutia
32 Nell Soto

CONGRESSIONAL DISTRICTS
32 "Open Spot"
33 Lucille Roybal-Allard
34 Grace Napolitano
35 Maxine Waters
36 Jane Harman
37 Juanita Millender-McDonald
38 Steve Horn
39 Edward Royce
41 Gary Miller

U. S. SENATE
Dianne Feinstein

Caltrans

Peter Chan

Deputy District Director, Construction

Peter Chan, Division Chief for Construction, supervises 380 employees responsible for delivering a $600 million freeway and highway construction program in Los Angeles and Ventura counties.

Prior to assuming his present job in August of 1995, Chan was Division Chief of Operations in District 8, where he was responsible for managing freeway and highway traffic in San Bernardino and Riverside counties.

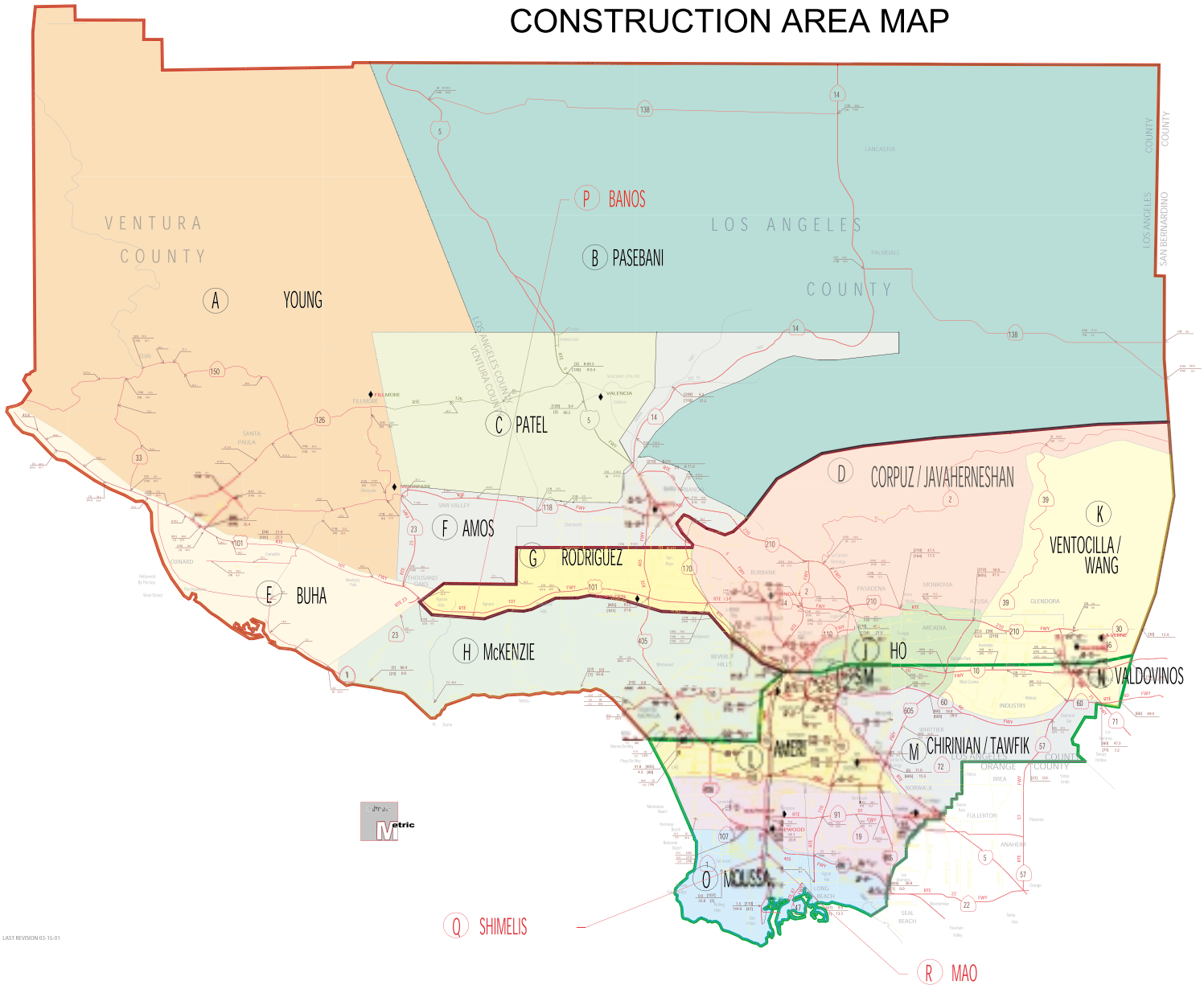
Chan, a native of Taipei, Taiwan, earned a Bachelor of Science degree in civil engineering in 1973 from TamKang University in Taiwan. He was first hired with Caltrans District 7 in January of 1980 as a junior civil engineer. He later served as project engineer on the high-profile I-105 Glenn Anderson (Century) Freeway, and also on the Harbor Freeway-Transitway project. In that capacity, he helped plan, coordinate and complete the complex 105/605 interchange, and a key phase of the Harbor Freeway-Transitway projects, between Martin Luther King Jr. Boulevard and Slauson Avenue.

Chan was promoted to Senior Transportation Engineer and transferred to District 12 in June of 1988 as a project manager. He continued in that role upon his transfer to District 8 in February of 1991. In March of the following year, he took over as District 8's Branch Chief of Project Studies, and in April of 1993 was promoted to Division Chief of Operations.

Some of Chan's accomplishments include establishing the Southern Region one-stop transportation permit center to benefit the trucking industry, and assisting consultants and providing oversight in designing the 91 Freeway private toll road project in Orange County. In addition to his professional qualifications, Chan has done post-graduate study in Transportation Engineering, Traffic Engineering and Structures at California State University, Los Angeles.

He also holds numerous certificates, including ITS planning, mid-level management, Executive Leadership project management and project oversight.

DISTRICT 7 CONSTRUCTION DIVISION
CONSTRUCTION AREA MAP



CONSTRUCTION MANAGEMENT

Peter Chan, Division Chief
Ghassan Dagher, Chief, Engineering Management
Stephen Pang, Chief, Field South
Dan Freeman, Chief, Field East
Mark Archuleta, Chief, Field North
Mel Brown, Structures Chief, Field North
Roy Fisher, Structures Chief, Field South

FIELD AREA NORTH SENIORS

(D) Norie Corpuz / Majid Jayaherneshan
Glendale (818)637-2506

(J) Carny Ho
Irwindale (626)338-3430

(G) Miguel Rodriguez
Encino (818)788-3303

(Q) Amare Shimelis
Irwindale (626)338-3430

(K) Chia Chi Wang / Jose Ventocilla
San Dimas (909)305-1250

FIELD AREA EAST SENIORS

(L) Reza Ameri
Carson (310)609-0264

(M) George Chirinian
Downey (562)401-3333x267

(O) Nazem Moussa
Carson (310)768-1704

(R) Amy Mao
Cerritos (562)865-4174

(I) Derek Sim
Los Angeles (213)620-2039

(M) Gamal Tawfik
Downey (562)401-3333

(N) Victor Valdovinos
Walnut (909)594-3739

FIELD AREA SOUTH SENIORS

(F) Hillel Amos
Mission Hill (818)361-5947

(P) Roger Banos
Glendale (818)637-2507

(E) Dragan Buha
Moorpark (805)529-0622

(C) Jagdish Patel
Valencia (661)257-0273

(H) Scott McKenzie
Los Angeles (310)649-1786

(B) Mohammad Pasebani
Valencia (661)257-0273

(A) Fred Young
Moorpark (805)529-0622

STRUCTURE NORTH SENIORS

Tom Brown
Moorpark (805)523-9694

Wes Johnson
Mission Hills (818)361-5947

Andrew Ponzi
San Dimas (909)305-1261

STRUCTURE SOUTH SENIORS

Ken Burkle
Downey (562)401-3340

Ted Han
Glendale (818)637-2514

Zouheir Saleh
Carson (310)609-0268

MATERIAL SENIORS

Godson Anyanwu (213)620-5917
Interim Regional Lab

Les Bergquist (213)621-2028
Plant Services

Kirsten Stahl (213)897-0470
Material Investigations/ IAST

Victor Zengler (213)620-4043
Field Material Testers

TRAFFIC MANAGER

Alvaro Carranza
Los Angeles (213)203-2168

DISTRICT OFFICE OF OFFICE ENGINEER

John Yang (213)897-0125

DISTRICT OFFICE SENIORS

Mogus Brook (213)897-0054
CCO/ As Built

Tiffany Hong (213)897-0082
Claims/ Estimates/ Labor Compliance

Francis Lam (213)897-8822
Constructability Review

James Burt (213)897-1960
SWPPP

Rita Allan (562)401-3348
Resources/ New Technology

Om Garg (562)401-3336
Minor B/ Permit Project Manager

LAST REVISION 03-15-01

Michael Miles

Deputy District Director, Maintenance

Michael Miles, Deputy District Director of Maintenance for the California Department of Transportation (Caltrans) District 7, oversees about 1,000 employees responsible for the maintenance of 1,182 miles of freeways and highways in Los Angeles and Ventura counties.

As the top official responsible for maintenance in Los Angeles and Ventura counties - home to nearly a third of California's population - Miles manages an annual budget of approximately $124 million and is responsible for 615 miles of freeway and 567 miles of highway. An average of 91 million vehicle - miles are traveled on the system each day.

Prior to assuming his current position in May 1997, Miles served as Division Chief of both the Maintenance and Planning Divisions for Caltrans District 8, which includes San Bernardino and Riverside counties.

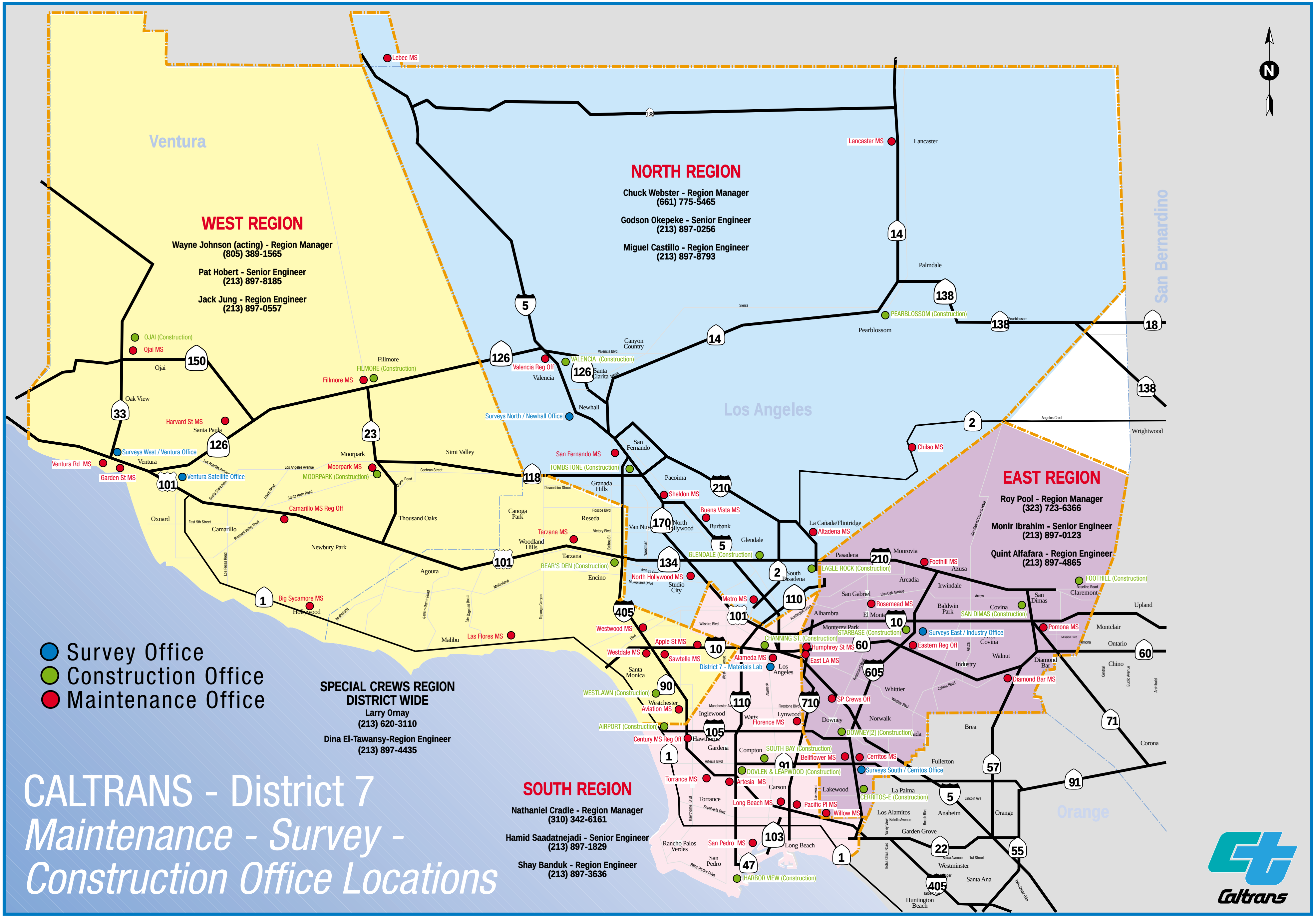
In August of 1999 until December of 1999, Miles served in Sacramento as the Acting Program Planning Manager for the Maintenance Program. Miles developed a cooperative and close working relationship with a variety of top level administrators and program managers. Miles currently serves on several committees developing policy and procedures that will be implemented statewide.

He joined Caltrans' District 8 in 1989, where he worked in several specialties including Branch Chief of Maintenance, District Permit Engineer, and Project Manager of the Highway Operational Safety Improvement Program (HSOP) projects.

Miles was also given a special assignment to head District 8's Transportation Planning Unit and he managed the progress of several major projects planned for the area. He is also credited with creating District 8's first Caltrans/Public Works Permit Workshop.

A native of Pomona, California, Miles graduated from Cal Poly Pomona, with a Bachelor of Science degree in civil engineering. He served eight years in the United States Air Force and is an active reservist. Prior to coming to work for Caltrans, Miles worked for General Dynamics in Pomona and General Dynamics East Valley Division as a Project Manager in Construction.

Miles is a registered civil engineer in the State of California and is a member of the American Society of Civil Engineers.



2/26/01 • maint w/engin's

Frank Quon

Deputy District Director, Operations

Frank Quon, District 7's Deputy District Director for Operations, has been at the forefront of several high-profile projects during his career with Caltrans.

He assumed traffic management duties as Deputy District Director of Operations in January 1996. In that capacity, he oversaw the $8 million upgrade of the traffic management central computer systems of the downtown Transportation Management Center (TMC), which is responsible for freeway and highway traffic operations and management in the Los Angeles and Ventura County areas.

Quon currently supervises the following branches: Traffic Management, ITS Development, Traffic Investigations, Traffic Design, TMC Support, Permits, District Traffic Manager, and Showcase Project Director. His duties include managing a $6 billion program to add High Occupancy Vehicle lanes to nearly every metropolitan freeway in District 7.

He oversaw the final stages of the development and deployment of the $48 million Santa Monica Freeway Smart Corridor (I-10), which had its grand opening on October 11, 1996. It is one of the most visionary Intelligent Transportation Systems (ITS) projects ever developed and implemented in the nation. The project was funded by federal, state and local sources and has an unprecedented level of interagency and cross-jurisdictional coordination and support.

From 1995 until 1996, Quon was an Office Chief in the Division of Construction and managed and administered a $250 million construction program in the Northern and Eastern portion of District 7.

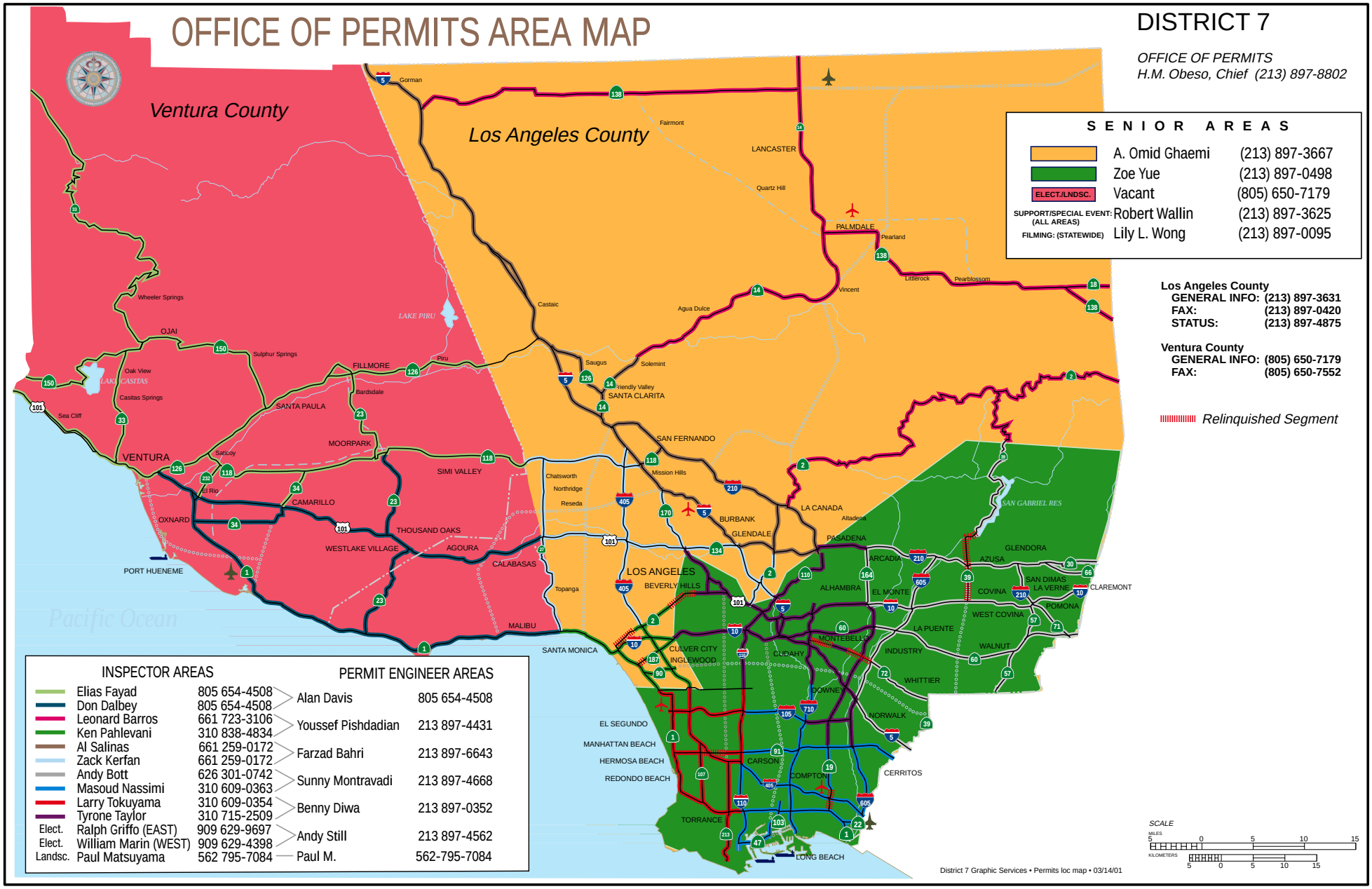
Prior to that, Quon was in charge of Project Development Branch A from 1992 until 1995. He directed and managed activities for the $2.25 billion, 17-mile Glenn M. Anderson (I-105) Freeway that opened in October 1993, after more than 30 years in the planning stages.

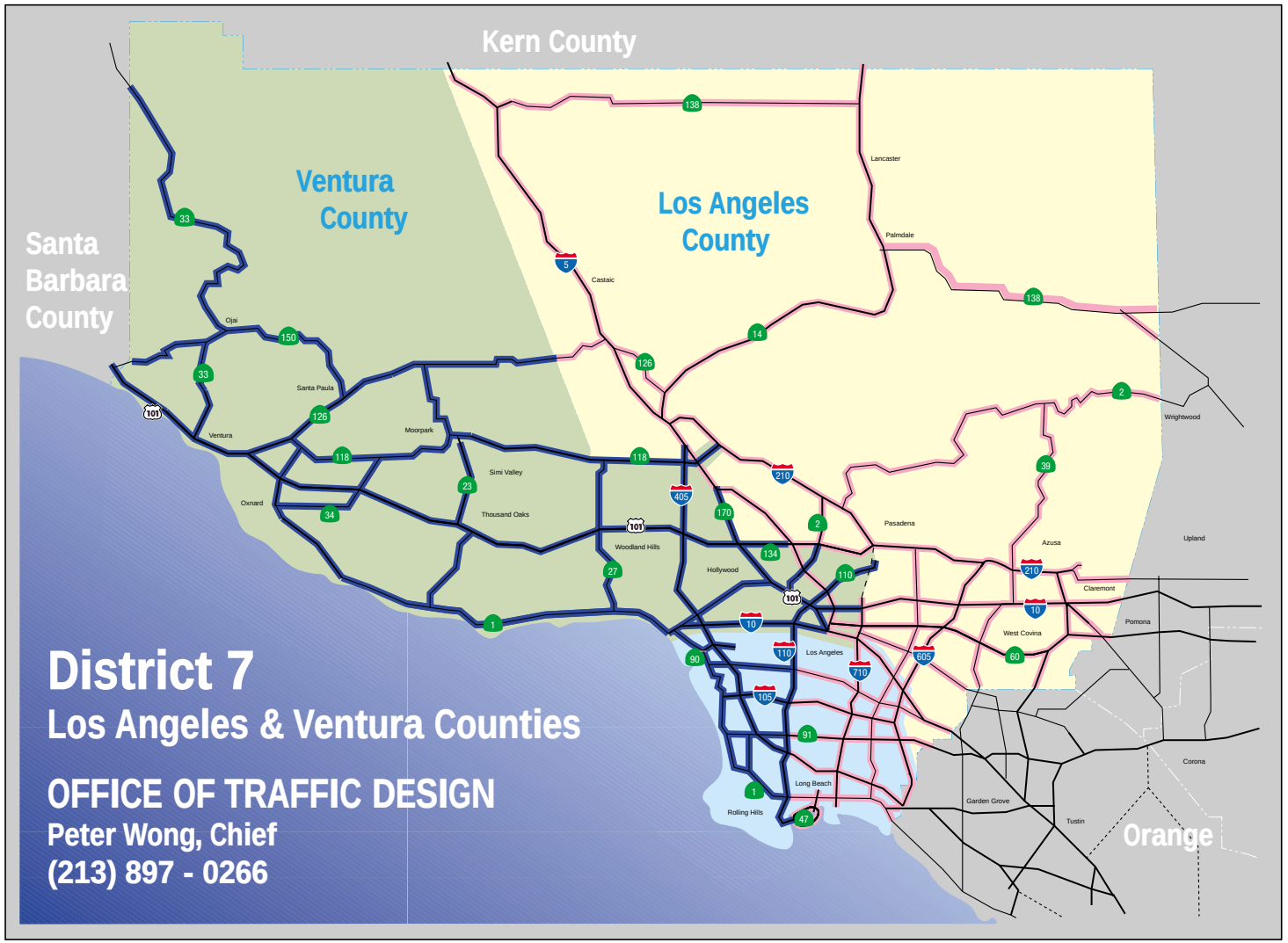
He also was Project Manager for the $498 million, 19.6-mile Harbor Transitway (I-110) project that opened in June 1996 and includes the district's first elevated transitway. The elevated segment is a radical departure from previous freeway construction because it is built over existing lanes.

Quon joined Caltrans District 7 in Los Angeles in 1983 and has rotated through many different branches and has been responsible for a wide variety of transportation projects.

He is a registered Civil Engineer in California.

Quon graduated from Loyola Marymount University in 1980 with a Bachelor of Science in Civil Engineering.


OFFICE OF PERMITS AREA MAP
DISTRICT 7
OFFICE OF PERMITS
H.M. Obeso, Chief (213) 897-8802
Ventura County
Los Angeles County
Pacific Ocean
SENIOR AREAS
A. Omid Ghaemi (213) 897-3667
Zoe Yue (213) 897-0498
ELECT./LNDSC. Vacant (805) 650-7179
SUPPORT/SPECIAL EVENT: (ALL AREAS) Robert Wallin (213) 897-3625
FILMING: (STATEWIDE) Lily L. Wong (213) 897-0095
Los Angeles County
GENERAL INFO: (213) 897-3631
FAX: (213) 897-0420
STATUS: (213) 897-4875
Ventura County
GENERAL INFO: (805) 650-7179
FAX: (805) 650-7552
Relinquished Segment
INSPECTOR AREAS
Elias Fayad 805 654-4508
Don Dalbey 805 654-4508
Leonard Barros 661 723-3106
Ken Pahlevani 310 838-4834
Al Salinas 661 259-0172
Zack Kerfan 661 259-0172
Andy Bott 626 301-0742
Masoud Nassimi 310 609-0363
Larry Tokuyama 310 609-0354
Tyrone Taylor 310 715-2509
Elect. Ralph Griffo (EAST) 909 629-9697
Elect. William Marin (WEST) 909 629-4398
Landsc. Paul Matsuyama 562 795-7084
PERMIT ENGINEER AREAS
Alan Davis 805 654-4508
Youssef Pishdadian 213 897-4431
Farzad Bahri 213 897-6643
Sunny Montravadi 213 897-4668
Benny Diwa 213 897-0352
Andy Still 213 897-4562
Paul M. 562-795-7084
SCALE
MILES 5 0 5 10 15
KILOMETERS 5 0 5 10 15
District 7 Graphic Services • Permits loc map • 03/14/01



ROADWORK, SIGNING & PAVEMENT DELINEATION

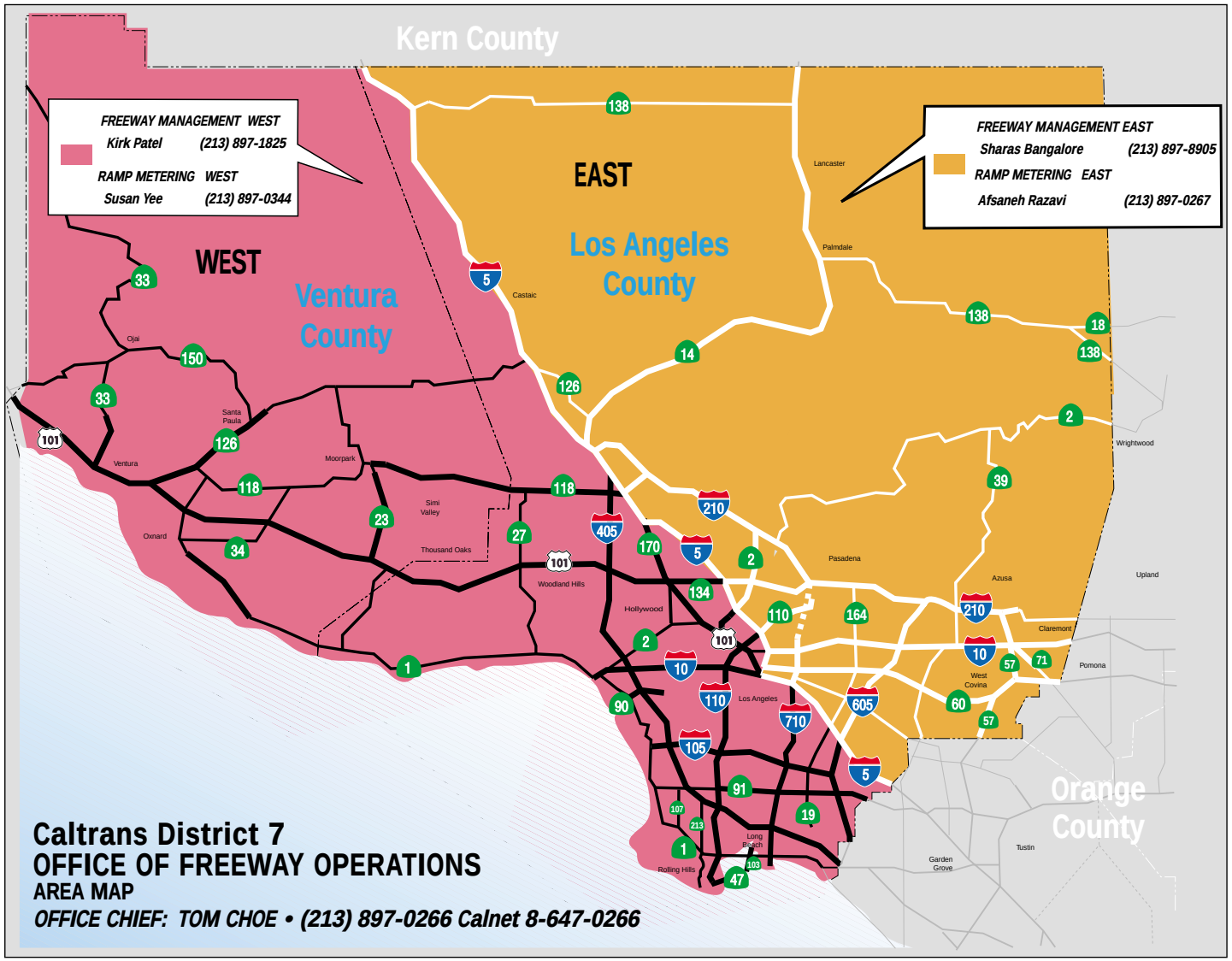
Roy Fukumoto	(7-4291)
Vacant	(7-9300)

ELECTRICAL SYSTEMS

Yi Tsau	(7-4656)
Arian Abrishami	(7-0343)
Yefim Zabezhinsky	(7-1586)

Caltrans

03/14/01 • traffic design map



- **Transportation Management Center (TMC)**
  Osama Assaad (213) 897-0275
  Shift Leader: David Lau 897-0340
  Swing Shift Leader: Jonathan Wu

- **Freeway Service Patrol (FSP) & Call Boxes (SAFE)**
  Hassan Safari (213) 897-0333

- **HOV Operations/Traffic Monitoring**
  Dawn Helou (213) 897-6672
  HOV Counts: George Sarmast 897-8776
  HOV Ops: David Wang 897-7185
  Traffic Monitoring: Nick Jones 897-0335

- **TOPS Program**
  Yu-Ying Chu (213) 897-6091

LEGEND
FREEWAY
HIGHWAY
COUNTY LINE

NORTH

Caltrans

03/14/01 • Traffic Mgmt Area Map

Raja Mitwasi

Deputy District Director, Program and Project Management

As the Deputy District Director of Program & Project Management, Raja J. Mitwasi is responsible for the timely delivery of over 360 Capital Transportation Improvement Projects with a cost of over $7.0 billion in Los Angeles & Ventura Counties.

Mitwasi has been in this position since March of 2000. He came to his new job after 16 years of Engineering, Planning and Management experience in Caltrans. His duties include management of: All activities related to program and project Management of projects in Los Angeles and Ventura Counties; Allocate resources to all functions involved in project delivery; tracking progress of individual projects; and manage staff of approximately 230 engineers & technical support.

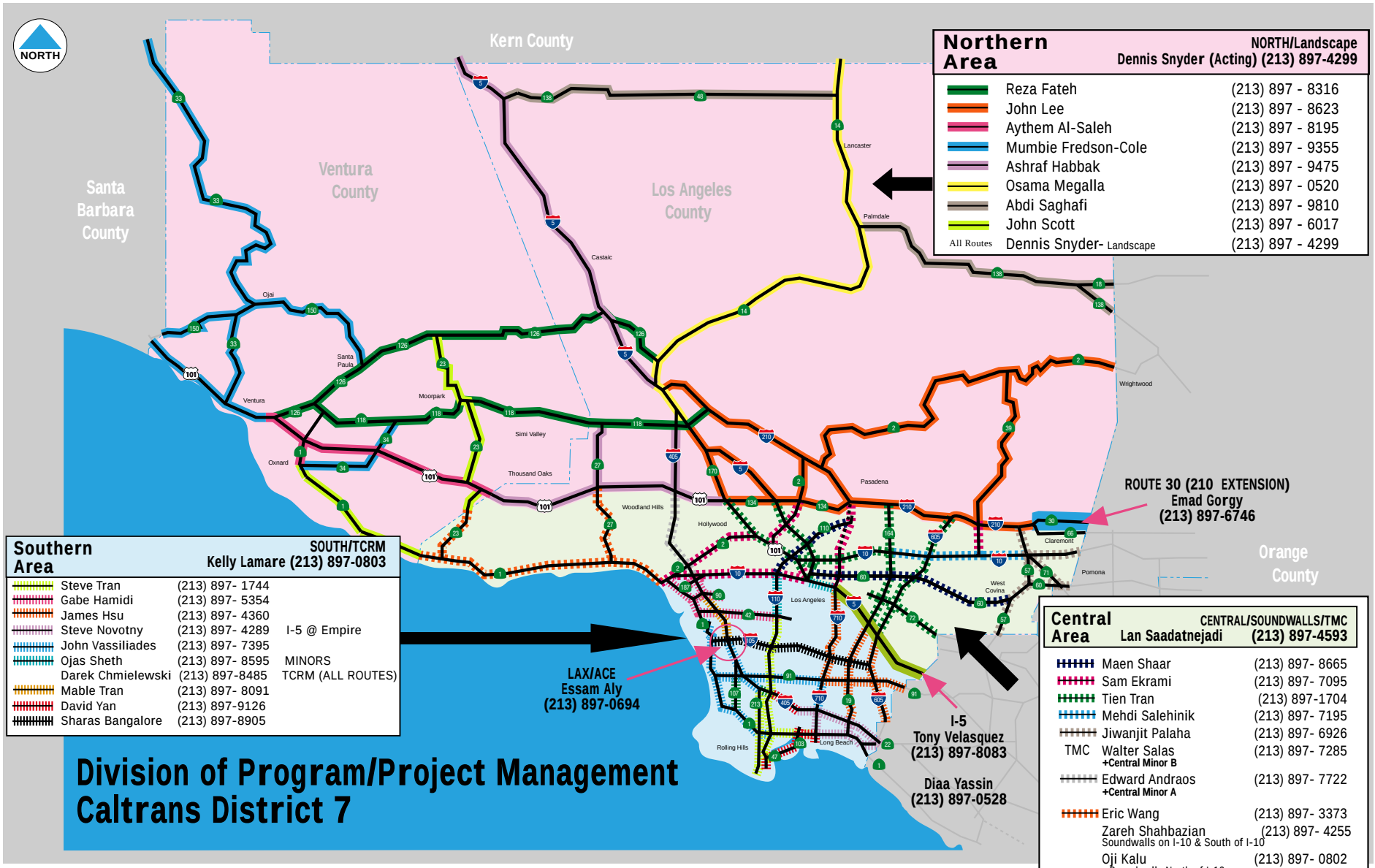
Since 1995 Mitwasi had been the Deputy District Director of Planning and Public Transportation. During that assignment, he was responsible for Transportation Planning, Environmental Planning, Public and Transit Planning and the delivery of Project Initiation Documents for Los Angeles & Ventura Counties. He was also required to coordinate and direct the planning of a Balanced Multimodal Transportation System.

Prior to his assignment in Planning, he served from 1984 to 1995 as Office Chief, Project Manager, Traffic Area Manager, Design Engineer & Resident Engineer for Caltrans. Among his high-profile assignments, Mitwasi as the Office Chief of the High Occupancy Vehicle (HOV) Office, was responsible for planning, prioritizing, scheduling & programming of 75 major HOV projects for a total of $6.0 Billion over 20 years. He also worked as a Design Engineer on Harbor Freeway Transitway Project.

Following the devastating Northridge earthquake of Jan. 17, 1994, Mitwasi was placed in the forefront of the recovery effort. He was selected to serve as acting Deputy District Director of Operations, with the responsibility to ensure the traffic was being detoured away from construction zones and moving safely with minimum delay.

A licensed engineer, Mitwasi earned his Masters degree in Civil Engineering from the University of Arizona.

Environ Planning Area Map 6/21/99



Northern Area

NORTH/Landscape
Dennis Snyder (Acting) (213) 897-4299

	Reza Fateh	(213) 897 - 8316
	John Lee	(213) 897 - 8623
	Aythem Al-Saleh	(213) 897 - 8195
	Mumbie Fredson-Cole	(213) 897 - 9355
	Ashraf Habbak	(213) 897 - 9475
	Osama Megalla	(213) 897 - 0520
	Abdi Saghafi	(213) 897 - 9810
	John Scott	(213) 897 - 6017
All Routes	Dennis Snyder- Landscape	(213) 897 - 4299

Southern Area

SOUTH/TCRM
Kelly Lamare (213) 897-0803

Steve Tran	(213) 897- 1744	
Gabe Hamidi	(213) 897- 5354	
James Hsu	(213) 897- 4360	
Steve Novotny	(213) 897- 4289	I-5 @ Empire
John Vassiliades	(213) 897- 7395	
Ojas Sheth	(213) 897- 8595	MINORS
Darek Chmielewski	(213) 897-8485	TCRM (ALL ROUTES)
Mable Tran	(213) 897- 8091	
David Yan	(213) 897-9126	
Sharas Bangalore	(213) 897-8905	

Central Area

CENTRAL/SOUNDWALLS/TMC
Lan Saadatnejadi (213) 897-4593

	Maen Shaar	(213) 897- 8665
	Sam Ekrami	(213) 897- 7095
	Tien Tran	(213) 897-1704
	Mehdi Salehinik	(213) 897- 7195
	Jiwanjit Palaha	(213) 897- 6926
TMC	Walter Salas +Central Minor B	(213) 897- 7285
	Edward Andraos +Central Minor A	(213) 897- 7722
	Eric Wang	(213) 897- 3373
	Zareh Shahbazian Soundwalls on I-10 & South of I-10	(213) 897- 4255
	Oji Kalu Soundwalls North of I-10	(213) 897- 0802

Division of Program/Project Management
Caltrans District 7

3/27/01 • Div Prog Proj Man All

Bob Dennis

Deputy District Director, Resource Management

Bob Dennis, Deputy District Director of Resource Management for Los Angeles-based District 7, oversees 108 employees and annual personnel and operating budget of $15.6 million.

Dennis assumed his present position with District 7 in July 1996. Prior to joining District 7, he served as the Department's Contracts Officer in its Sacramento Headquarters.

Dennis held the position of Facilities Manager in the Sacramento Headquarters. He also served as Business Manager, and Manager of Computer Services for Caltrans District 8 in San Bernardino.

He first began working for Caltrans in 1973 as Chief of Manpower Planning in the Headquarters Personnel Office. Dennis earned a Bachelor of Arts degree from Sacramento State College in 1969, and he received his Master's of Public Administration degree from California State University, San Bernardino in 1989.

He is a member of the American Society of Public Administration.

Governor's Transportation 2000 Initiative

Governor Gray Davis's Traffic Congestion Relief Plan

Last summer, Governor Gray Davis signed two bills that make a $6.8 billion investment in California's transportation system, while easing commutes in urban areas and expanding transportation options for California travelers.

The Governor affixed his name to the legislation in July, thereby committing the new funds to a wide variety of transportation projects, including those in his Traffic Congestion Relief Plan.

In addition to relieving traffic congestion, the Plan aims at improving the movement of goods, and integrating highway and transit systems.

The Traffic Congestion Relief Plan (TCRP) draws $5.3 billion from the State's General Fund to finance locally recommended projects. It is the largest General Fund commitment to transportation in California's history and will bring relief to some of the most heavily congested areas in America.

The Governor's Plan allocates almost $1.6 billion to San Jose and the San Francisco Bay Area, nearly $2.3 billion to Los Angeles and the Inland Empire, $476 million to San Diego and $489 million to the Central Valley. In addition, it sets aside $500 million for local and state deferred maintenance and $5 million to the High Speed Rail Environmental Study.

A partial list includes:

- An extension of San Francisco's Muni line underground to Chinatown. Muni buses serve 90,000 riders a day a long this route, which is one of the most congested in the city.
- An extension of the Bay Area Rapid Transit (BART) from the Fremont Station into downtown San Jose to relieve congestion between Alameda and Santa Clara counties.
- A 13.7-mile extension of the Blue Line light tail from Los Angeles to Pasadena.
- A high-speed ferry between San Diego and Oceanside to help relieve traffic and rail congestion.
- Conversion of the Sacramento Regional Transit bus fleet to low-emission vehicles, which would help the region meet federal Clean Air Act requirements.
- A 5-mile extension of light rail into South Sacramento

The Governor will also make available $273 million to three transportation agencies in Southern California to build railroad grade separations along the Alameda Corridor/East project. The corridor moves freight in and out of the Ports of Los Angeles and Long Beach and connects by rail to national markets.

Funds will be distributed based on guidelines developed by the California Transportation Commission (CTC).

The enabling transportation bills are AB 2928 by Assembly Member Tom Torlakson (D-Antioch) and SB 406 by Senator Deborah Ortiz (D-Sacramento).

District 7 TCRP Status Report

Total Allocation	(in millions)
Includes Highway, Transit and Local	$1,774.10
14 Highway Projects	$542.50
9 Highway Projects approved*	$250.60

12 Transit Projects	$1,201.60
6 Transit Projects*	$679.05
4 Local Projects	$30.00
3 Local Projects approved*	$20.00

Final Deadline for Application: July 6, 2002
*up to March 2001 CTC meeting

District 7- Highway program

STIP/SHOPP/Prop C /Federal $ programmed amounts through 2004

2/5/01

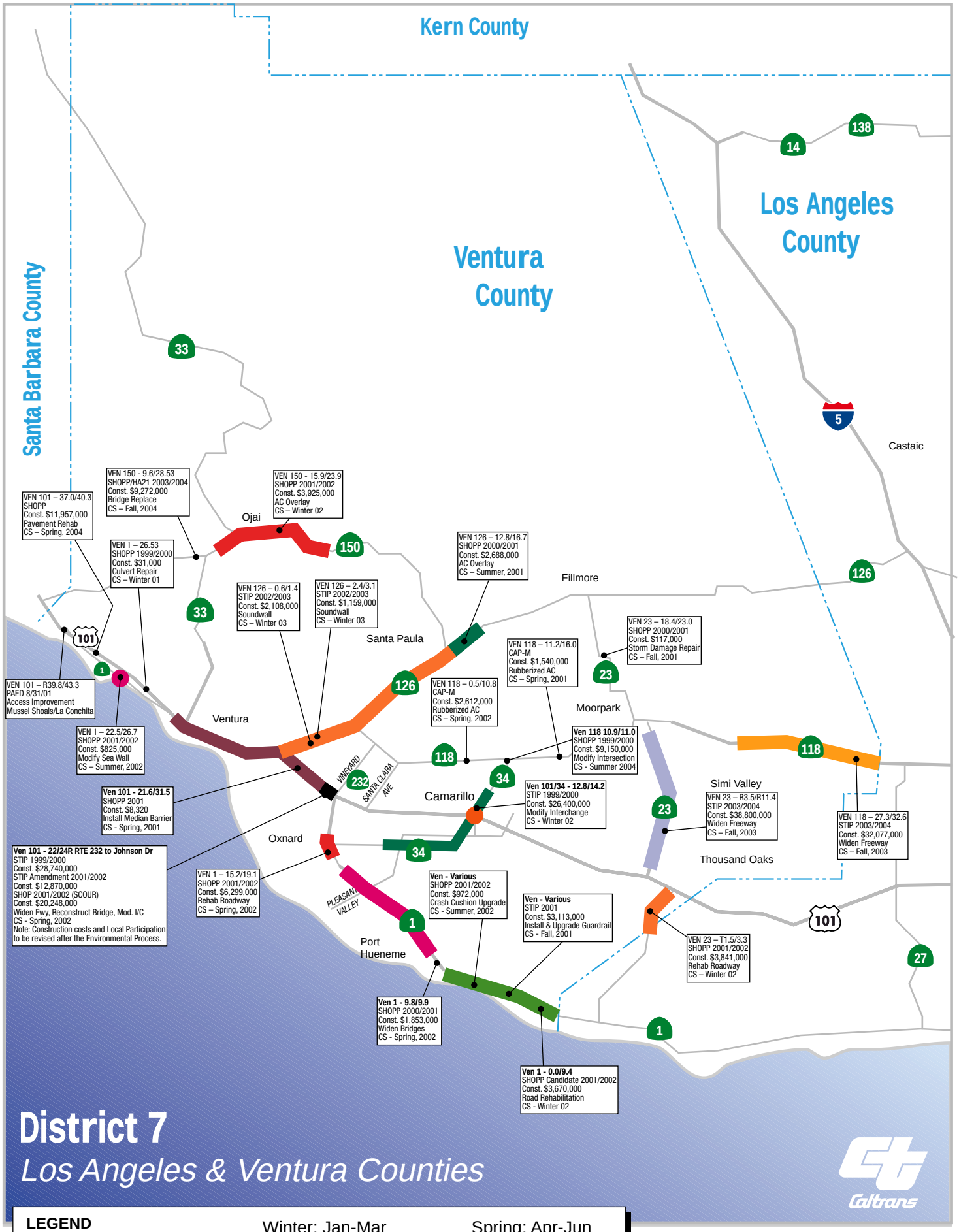
		in Thousands		
		Los Angeles	Ventura	
STIP, 1998 (98-04)	ITIP	$129,752	$2,500	
(Programmed)	RTIP	$1,055,858	$107,536	
		$1,185,610	$110,036	$1,295,646
2000 STIP	ITIP	$53,000	N/A	
(2000 to 2005- new $)	RTIP	$60,000	$26,000	
		$113,000	$26,000	$139,000
MTA				
Prop C 25% (00-04)		$196,952	N/A	$196,952
TCRP	00-04	$521,000	$15,000	$536,000
anticipated used through 2004				
		Los Angeles and Ventura		
2000 SHOPP	(00-04)*	609,000	77,000	$686,000
* Approved by CTC in May 2000				
subtotal				**$2,853,598**
Federal Funds				
		Los Angeles	Ventura	
CMAQ (fy 98-03)		$719,479	$42,100	$761,579
TEA (fy 98-03)		$63,383	$5,980	$69,363
RSTP (fy 98-03)		$541,857	$40,902	$582,759
subtotal				**$1,413,701**
Total Stip/Shopp/Prop C/ TCRP/ Federal $/ programmed through 2004				**$4,267,299**
Total District 7 Highway TCRP		$ 1,759,000	$ 15,000	$1,759,015

Eligible Projects:

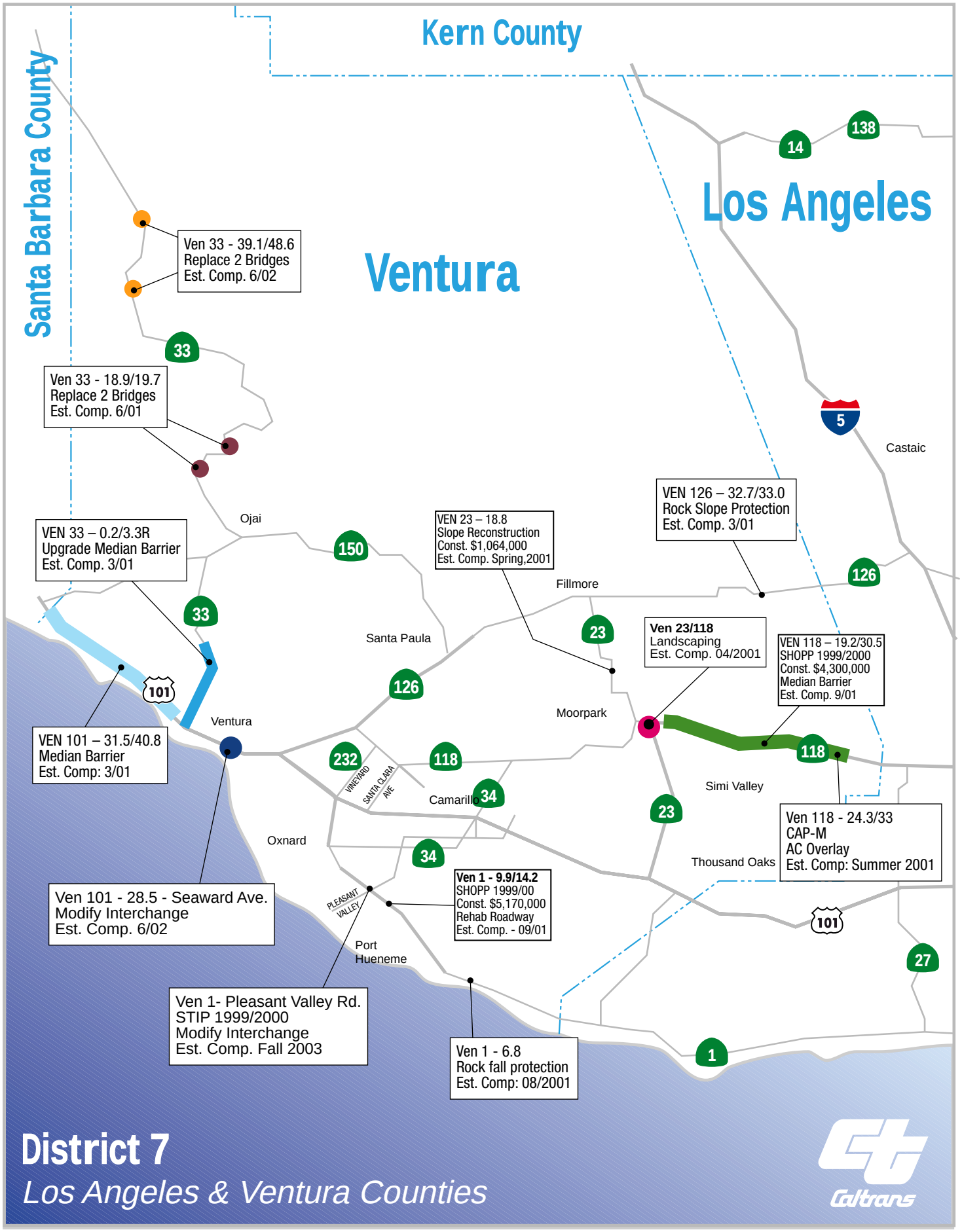
The following projects are eligible for grants from the fund for the purposes and amounts specified:

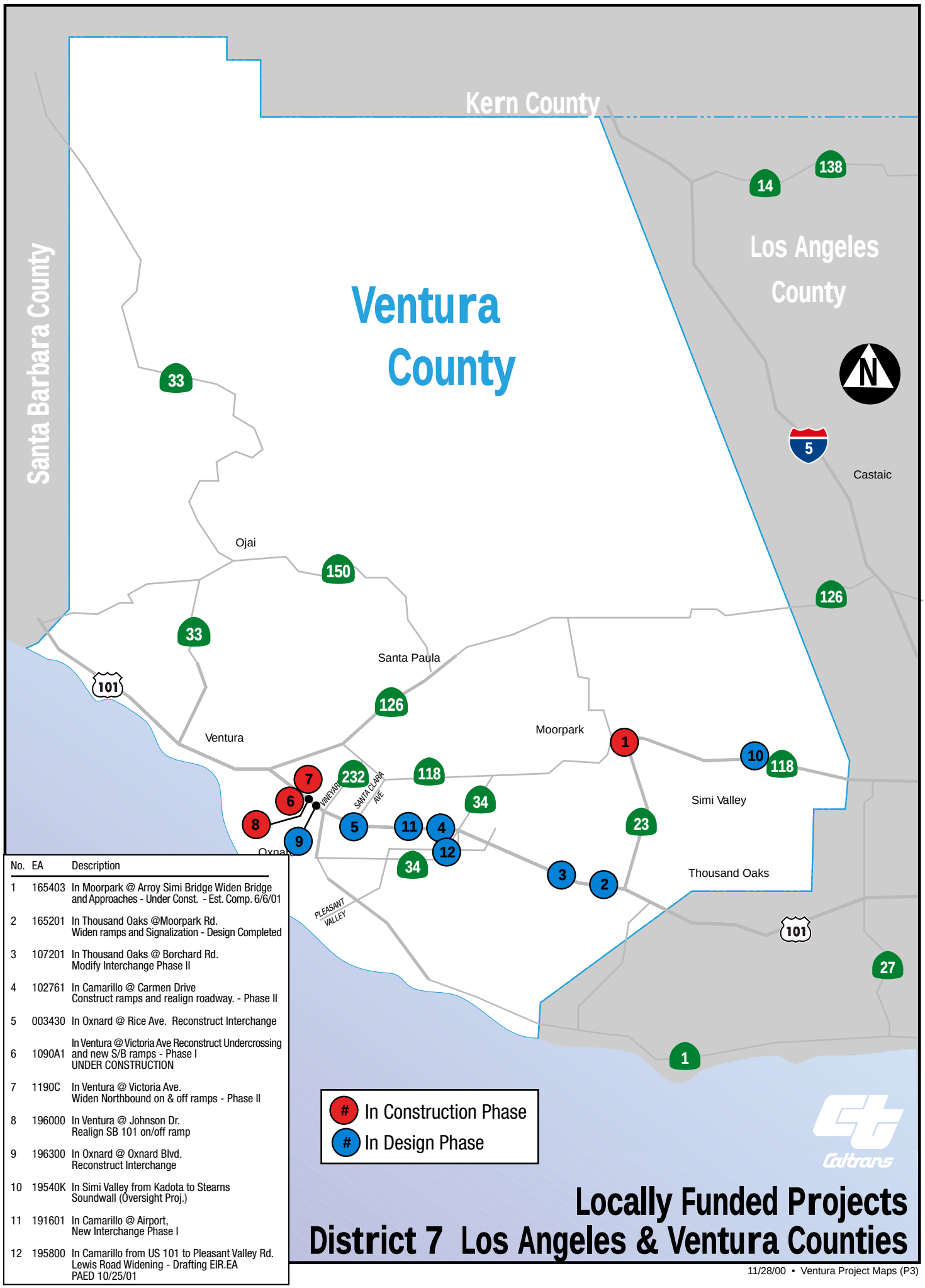
County	Project	ESTIMATED COST (millions)	TCRP Funds	Bill Reference #
Los Angeles	Bus fleet: acquire new clean fuel Buses for LAMTA.	$150	$150	33
Los Angeles	Blue line to Los Angeles - New rail line Pasadena to Los Angeles	$40	$40	34
Los Angeles	San Diegan (Pacific Surfliner): triple track within LA County and add run-through-tracks through LA Union Station	$176	$100	35
Los Angeles	LA Eastside Transit Extension: build new light rail line into East LA, from Union Station to Atlantic via 1st St. to Lorena	$704	$236	36
Los Angeles	LA Mid-CityTransit Extension: build Light Rail Transit and Bus Rapid Transit system in Mid-City/Westside/Exposition Corridors	$595	$256	37
Los Angeles	LA San Fernando Valley Transit Extension: build Bus Rapid Transit system in Burbank-Chandler Corridor North Hollywood to Warner Center	$291	$245	38
Los Angeles	Rte 405: add northbound HOV lane over Sepulveda Pass, Rte 10 to Rte 101	$336	$90	39
Los Angeles	Rte 10: add HOV lanes on San Bernardino Freeway over Kellogg Hill, near Pomona, Rte 605 to Rte 57	$300	$90	40
Los Angeles	Rte 5: add HOV lanes on Golden State Freeway through San Fernando Valley, Rte 170 (Hollywood Freeway) to Rte 14 (Antelope Valley Freeway)	$164	$50	41
Los Angeles	Rte 5: widen Santa Ana Freeway to 10 lanes (2 HOV + 2 mixed flow), Orange County line to Rte 710, with related major arterial improvements	$1,250	$125	42
Los Angeles	Rte 5: improve Carmenita Road interchange in Norwalk	$87	$71	43
Los Angeles	Route 47 (Terminal Island Fwy) at Ocean Blvd Overpass - construct interchange in the city of Long Beach	$48.2	$18.4	44
Los Angeles	Rte 710: complete Gateway Corridor Study, LA/LB Ports to Rte 5	$4	$2	45
Los Angeles	Rte 1 at Rte 107 (in Torrance) Reconstruct intersection	$2	$2	46
Los Angeles	Rte 101: complete environmental studies to improve corridor from Rte 170 (North Hollywood Freeway) to Rte 23 in Thousand Oaks (Ventura County)	$3	$3	48
Los Angeles	Highland Avenue at Hawthorn - Intermodal Transportation Center	$50	$10.0	49
Los Angeles	Rte 71: complete 3 miles of 6 lane freeway through Pomona, from Rte 10 to Rte 60	$60	$30	50
Los Angeles	Rte 101/405: add auxiliary lane and widen ramp through freeway interchange in Sherman Oaks	$62	$21	51
Los Angeles	Rte 405: add HOV and auxiliary lanes for 1 mile in West LA, from Waterford Ave to Rte10	$74	$25	52
Los Angeles	Automated Signal (ATSAC) Corridors: improve 479 automated signals in Victory/Ventura Corridor, and add 76 new automated signals in Sepulveda Boulevard, and Rte 118 Corridors	$16.0	$16	53
Los Angeles	Alameda Corridor East: build grade separations on BNSF and UPRR lines, Downtown LA to LA County line	$950	$150.0	54
Los Angeles	Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard	$6.5	$6.5	145
Los Angeles	Purchase of 5 alternative fuel buses for the Pasadena Area Rapid Transit System	$1.1	$1.0	151
Los Angeles	Pasadena Blue Line transit-oriented mixed-use development	$5.085	$1.5	152
Los Angeles	Pasadena Blue Line utility relocation	$1.05	$0.55	153
Los Angeles	Route 134/I-5 interchange study	$0.1	$0.10	154
Los Angeles	Remodel the intersection of Olympic Boulevard and Lemon Street and install a new traffic signal	$2.0	$2.0	158

Projects Under Design



Projects Under Construction

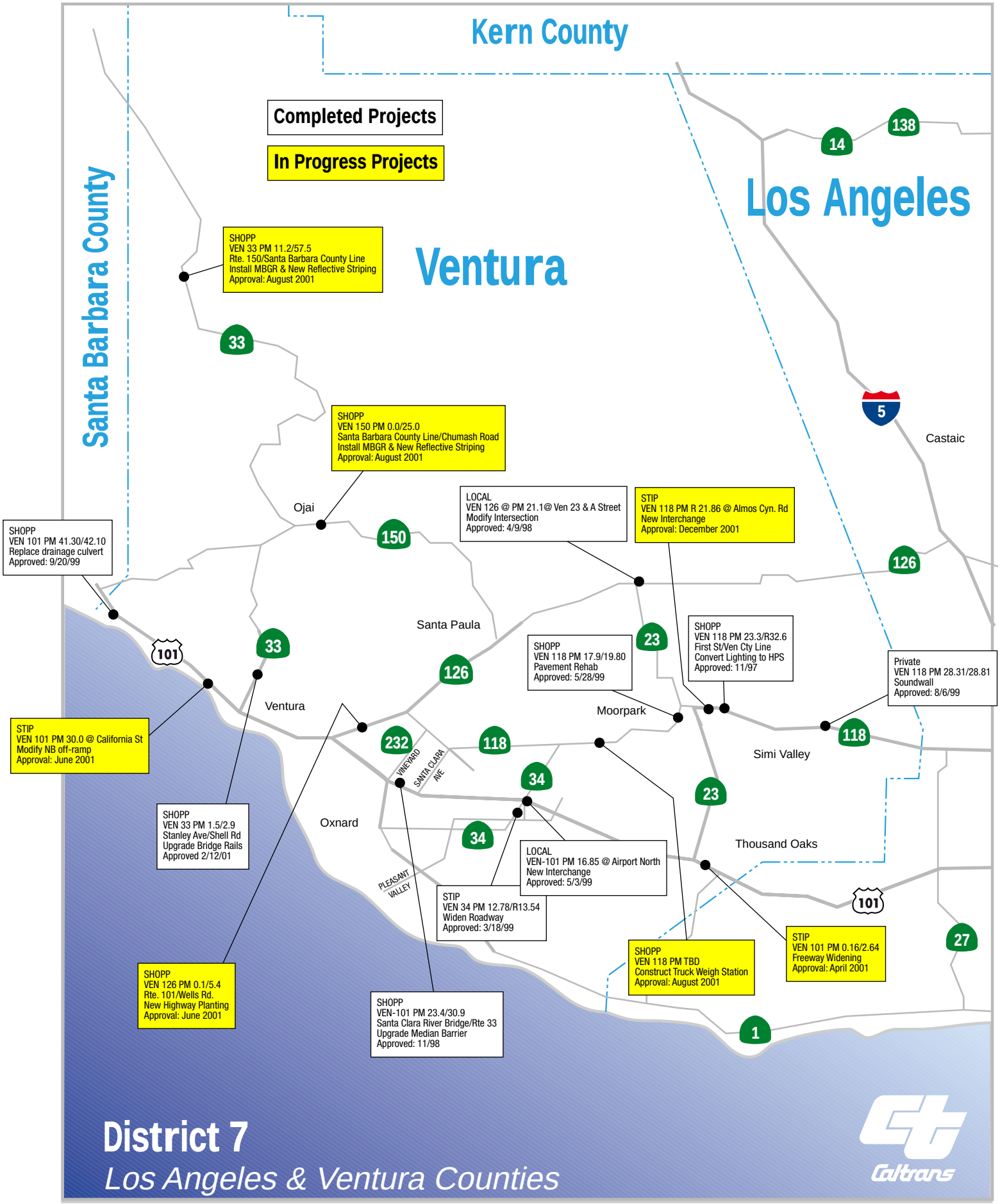




No.	EA	Description
1	165403	In Moorpark @ Arroy Simi Bridge Widen Bridge and Approaches - Under Const. - Est. Comp. 6/6/01
2	165201	In Thousand Oaks @Moorpark Rd. Widen ramps and Signalization - Design Completed
3	107201	In Thousand Oaks @ Borchard Rd. Modify Interchange Phase II
4	102761	In Camarillo @ Carmen Drive Construct ramps and realign roadway. - Phase II
5	003430	In Oxnard @ Rice Ave. Reconstruct Interchange
6	1090A1	In Ventura @ Victoria Ave Reconstruct Undercrossing and new S/B ramps - Phase I UNDER CONSTRUCTION
7	1190C	In Ventura @ Victoria Ave. Widen Northbound on & off ramps - Phase II
8	196000	In Ventura @ Johnson Dr. Realign SB 101 on/off ramp
9	196300	In Oxnard @ Oxnard Blvd. Reconstruct Interchange
10	19540K	In Simi Valley from Kadota to Stearns Soundwall (Oversight Proj.)
11	191601	In Camarillo @ Airport, New Interchange Phase I
12	195800	In Camarillo from US 101 to Pleasant Valley Rd. Lewis Road Widening - Drafting EIR.EA PAED 10/25/01

Locally Funded Projects
District 7 Los Angeles & Ventura Counties

Ventura County Projects in PID* Stage



* PID - Project Initiation Documents. PSR (STIP); PSSR (SHOPP); CPSR/PR (Local)

SOUNDWALLS

In 1973-74, State and Federal agencies adopted formal policy and criteria for construction of noise barriers. California leads the nation in both completed and planned soundwalls. About 400 miles of walls have been completed.

There are three basic programs under which CALTRANS may undertake soundwall construction:

1. As part of a new freeway project

2. As a part of a freeway widening project

3. Under the Community Noise Abatement Program

The most frequent requests fall under the Community Program. Typically, the request is to build a soundwall on an existing freeway to shield adjacent residences from freeway noise.

The immediate key questions that need to be answered are:

1. Does the area qualify? If yes...

In order for the area to qualify, it must meet all of the following criteria:

   a. Residential property built prior to the freeway or prior to a major widening.

   b. Has hourly noise levels that exceed the 67-decibel (Leg) threshold

   c. Must be able to achieve at least a 5-decibel reduction

   d. Cost does not exceed $38,800 per residential unit (1987 dollars)

2. When will it be built? If not soon...

Normally, engineering and construction scheduling are not a problem. However, the availability of funds is usually the major stumbling block, which generally means waiting.

3. Where does it stand on the waiting list?

Because the demand for soundwalls has far exceeded the funding to build them, a priority waiting list has been developed. This waiting list is based on a formula, which combines noise levels, number of living units and cost effectiveness to produce a ranking.

COSTS AND DESIGN FEATURES

Total Cost: Averages about $450 per lineal foot or $2.3 million per mile.

Type of Wall: Usually reinforced concrete, reinforced concrete block or combination earth mound/wall,

Footings: Trench, spread or pile footings are used as appropriate.

Typical Height: 12 to 16 feet, depending on specific design needs.

Aesthetic Treatment: Decorative concrete block, e.g. color split face, slumpstone, fluted is used.

Engineering of Plans: Typically 12 months,

Construction Project: Typically 12 months.

FUNDING METHODS

Traditional Financing

The California Transportation Commission is the approving body for program and project level funding. Recent legislation (SB 45 - STIP Reform) may have an impact upon the programming of soundwalls. During the implementation of SB 45, Caltrans works closely with the Los Angeles County Metropolitan Transportation Authority (LACMTA),), the Ventura County Transportation Commission (VCTC) and the California Transportation Commission (CTC) to program soundwall projects along with various other transportation needs.

Soundwalls, which come under new or major reconstruction projects, are automatically included as a part of the project design. Soundwalls, which are retrofitted to existing freeways, fall under the Community Noise Abatement Program. Under Commission policy, this program is subject to available funding. Since funding is limited, a priority list has been developed to rank future projects.

Payback Option

State law allows cities or counties to construct eligible soundwalls ahead of the time that they would be built under traditional funding. Then, when the funding priority is eventually reached, Caltrans' would reimburse the local agency for the actual cost. It's important to note that reimbursement does not include interest.

Benefit Assessment District

Some local agencies are considering a benefit assessment district whereby residents in effect tax themselves under some formula to generate funding. Under this method bonding could be used for early construction at the expense of a longer payback.

Special Legislation

Soundwalls have occasionally been funded and constructed by Special State Legislation. These have occurred outside of CALTRANS' and the California Transportation Commission's process.

TYPICAL QUESTIONS

Q. How does my area qualify for a soundwall?

A. The two key factors under the Community Noise Abatement Program are:

a. The residential area existed prior to the freeway opening date or major reconstruction completion.
b. Outside noise levels exceed 67 decibels (Leg)

Q. Why is the 67 decibels (Leg) level so important?

A. This is the noise level established by Federal and State agencies, which must be exceeded before impacted neighborhoods are eligible for mitigation.

Q. What does Leg mean?

A. It is the steady noise level equivalent to fluctuating traffic noise over a given period of time.

Q. When are noise levels usually measured?

A. In the greater Los Angeles Area our studies have shown that the highest noise measurements usually occur between 9:00 a.m. and 3:00 p.m. and not at peak congestion times.

Q. Why aren't noise measurements taken during the peak congestion time?

A. Traffic noise is speed related. i.e., as vehicles move faster; they produce more noise. Likewise, when traffic is stop-n-go or at low speeds, noise levels are also lower.

Q. Why does it seem noisier late at night and early morning?

A. Due to the fact that the surrounding area is quieter at these times, the masking effect of other noise does not screen the freeway noise. This usually makes the freeway noise more prominent but lower than the midday level.

Q. Why are noise measurements taken for only ten minutes?

A. Our measurements on heavily traveled roads have shown that a ten-minute period is sufficient to reliably reflect an hourly noise level.

Q. Why is there a soundwall on the other side of the freeway or just down the road and not in my area?

A. There are many factors which affect noise levels even when traffic volumes are the same. These differences usually happen when the terrain changes the freeway curves in a different direction the freeway elevation changes from above to below ground level. Also developers of the adjacent property have sometimes constructed soundwalls.

Q. Why can't you place a soundwall to protect our area from cars running off the freeway?

A. Soundwalls are not intended to act as safety barriers. There are other reliable methods used such as installing guardrails to protect against vehicles running off the road. All improvements, whether to reduce noise or enhance safety, have to meet specific criteria and be justifiable on their own merits. Cost is always a factor.

Q. Why are soundwalls built to protect commercial property in some locations?

A. Commercial property in itself is not eligible for soundwall protection. However, when designing a wall in a particular location safety, aesthetics or continuity will sometimes dictate gap closures, which can end up protecting non-eligible property. Also in some instances, the walls were privately funded.

Q. Are soundwalls required by Federal, Caltrans, and/or City offices?

A. As part of the general environmental review process associated with all projects, Caltrans is required to evaluate traffic noise impacts. Impacted areas are considered for noise mitigation, by implementing noise abatement when reasonable and feasible.

Q. What is "decibel energy" and how is it accurately measured?

A. Decibel Energy is the relative intensity of sound defined on a logarithmic scale. The unit of measurement for sound intensity is the decibel (dBA) as measured on the "A" scale of a standard Sound Level Meter. The "A" scale most nearly approximates the response of the human ear to sound. While an increase of 2 or 3 dBA may be hardly noticeable, and increase of 10 dBA doubles the apparent noise level.

SOUNDWALLS PRESENT STATUS

The Soundwall program is comprised of three elements, the Caltrans Retrofit Soundwall list, the MTA Retrofit Soundwall list, and the VCTC Retrofit Soundwall List.

Caltrans Retrofit Soundwall List

The California Transportation Commission (CTC) adopted $226 million statewide through the 2000 STIP Fund Estimate for the capital costs (right of way and construction) at the August 1999 CTC meeting. These projects are programmed to be delivered in the 2001 to 2005 fiscal years.

The District has forty-two (42) projects remaining from the Caltrans Retrofit Soundwall List at a total estimate of approximately $187 million, including construction and right of way costs. The total updated cost of the program for the district is approximately $250 million and this covers construction, right of way and engineering support costs.

The project delivery schedules and workplans were established at the end of December 1999 and are currently being incorporated into the statewide soundwall delivery program.

MTA and VCTC Retrofit Soundwall List

Under Senate 45 (SB45), the Metropolitan Transportation Planning Organizations (MPO), such as the Los Angeles County Metropolitan Transportation Authority (MTA) and Ventura County Transportation Commission (VCTC), have the funding responsibilities for the MTA and VCTC Retrofit Soundwall lists, respectively.

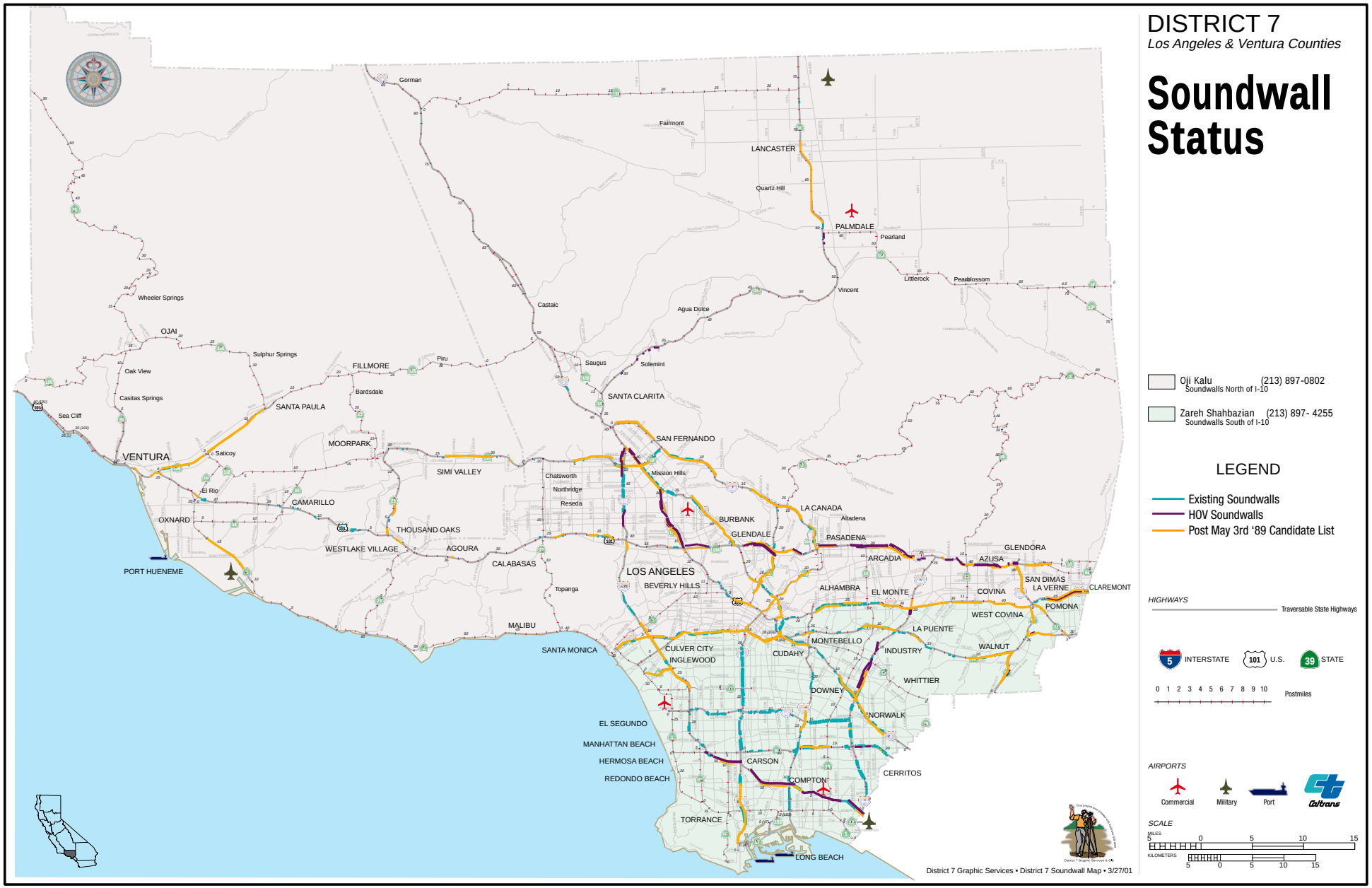
MTA Retrofit Soundwall List

MTA Board adopted the Soundwall Implementation Policy at its regular Board meeting on January 27, 2000. This Policy includes revised criteria for ranking the MTA Retrofit soundwalls and was developed by MTA in consultation with Caltrans. As proposed in the Soundwall Implementation Policy, highest consideration is given to "Phase I" MTA HOV Retrofit soundwall projects which are located along freeway segments where HOV lanes were constructed but warranted soundwalls were not constructed as part of the HOV project. The remaining soundwall projects identified to date are designated as "Phase II" MTA Retrofit soundwall. In MTA's policy approved at the April MTA Board meeting and released on April 20, 2000, MTA plans to exchange $34.8 million in State Transportation Improvement Program funds for Prop C 25% monies. This will allow MTA to begin the Project Initiation Documents and begin the Design process for the "Phase I" MTA HOV Retrofit soundwall projects. MTA plans to contract this work to private consultants. Therefore, any future inquiry regarding scheduling and funding should be directed to MTA.

VCTC Retrofit Soundwall List

Ventura County Transportation Commission (VCTC) adopted their Soundwall Program and Policy on September 15, 2000. Under this program, VCTC will have their consultants study, evaluate and rank all the retrofit soundwalls identified in the county of Ventura and then work on securing funds to design and construct them.

Retrofit Soundwalls are prioritized based on a formula, which considers the existing noise level, the anticipated noise reduction, the number of residential units impacted and the projects estimated cost.


DISTRICT 7
Los Angeles & Ventura Counties
Soundwall Status
Oji Kalu (213) 897-0802
Soundwalls North of I-10
Zareh Shahbazian (213) 897- 4255
Soundwalls South of I-10
LEGEND
Existing Soundwalls
HOV Soundwalls
Post May 3rd '89 Candidate List
HIGHWAYS
Traversable State Highways
INTERSTATE
U.S.
STATE
Postmiles
AIRPORTS
Commercial
Military
Port
Caltrans
SCALE
MILES
KILOMETERS
Gorman
Fairmont
LANCASTER
Quartz Hill
PALMDALE
Pearland
Littlerock
Peardblossom
Vincent
Agua Dulce
Castaic
Wheeler Springs
OJAI
Sulphur Springs
Oak View
Casitas Springs
Sea Cliff
FILLMORE
Piru
Bardsdale
SANTA PAULA
Saugus
Solemint
SANTA CLARITA
SAN FERNANDO
Mission Hills
Chatsworth
Northridge
Reseda
MOORPARK
SIMI VALLEY
VENTURA
Saticoy
El Rio
CAMARILLO
OXNARD
PORT HUENEME
THOUSAND OAKS
WESTLAKE VILLAGE
AGOURA
CALABASAS
Topanga
MALIBU
SANTA MONICA
LOS ANGELES
BEVERLY HILLS
BURBANK
GLENDALE
LA CANADA
Altadena
PASADENA
ARCADIA
AZUSA
GLENDORA
SAN DIMAS
LA VERNE
CLAREMONT
POMONA
WEST COVINA
ALHAMBRA
EL MONTE
COVINA
LA PUENTE
MONTEBELLO
CUDAHY
INDUSTRY
WALNUT
WHITTIER
DOWNEY
NORWALK
CULVER CITY
INGLEWOOD
EL SEGUNDO
MANHATTAN BEACH
HERMOSA BEACH
REDONDO BEACH
CARSON
COMPTON
CERRITOS
TORRANCE
LONG BEACH
District 7 Graphic Services • District 7 Soundwall Map • 3/27/01

District 7 - Transportation Management Center

In Los Angeles, the California Department of Transportation (Caltrans) District 7 has implemented one of the largest Advanced Traffic Management Systems (ATMS) in the country, as part of its Intelligent Transportation System (ITS). Included with this system implementation was a recently completed project to upgrade the Transportation Management Center (TMC) located in downtown Los Angeles. This high-technology facility is the product of Caltrans, partnering with the transportation consulting firm-National Engineering Technology (NET) Corporation and the architecture firm-Holmes and Narver, with numerous traffic, architect, electrical and software engineers working closely together to design a comprehensive transportation management center. This center was built with the basic idea of managing freeway traffic to achieve the goal of reducing traveler commuting times, maximizing roadway capacity, and in the end providing a safer traveling medium for the general public. This center currently acts as the nucleus of the traffic operations system in California's Los Angeles and Ventura Counties.

The TMC was created to support Caltrans and California Highway Patrol (CHP) functions, which are necessary to efficiently manage traffic in the Los Angeles and Ventura Counties. These functions include the following:

- TMC Operations
- California Highway Patrol (CHP)
- Freeway Service Patrol (FSP)
- Caltrans Communication Maintenance Dispatch

- The District 7 Intelligent transportation System (ITS) utilizes an extensive network of ITS elements installed on over 500 miles of freeway within District 7. An extensive fiber optic and wireless communications network is being utilized to link all of these field elements with the upgraded TMC. The ATMS software currently utilized in the TMC has been designed to communicate and control all of the elements, which are described below.

- The TMC receives information from over 1225 ramp metering and vehicle detector station controllers. These controllers collect data related to traffic volumes and occupancies from over 20,000 vehicle detectors installed in the freeway ramp and mainline lanes. This data is used to calculate average vehicle speeds throughout the freeway system. The TMC ATMS software utilizes this traffic data in incident detection algorithms to determine the location of traffic incidents such as motor vehicle accidents, disabled vehicles and non-recurring congestion. This system enables TMC operators to identify trouble points on the freeway system almost as soon as they occur.

- From the TMC, there are currently over 231 closed-circuit television cameras installed adjacent to the freeway that are used to verify and manage traffic incidents and for general traffic surveillance purposes. From the TMC, operators can control the pan, tilt and lens zoom functions of the CCTV camera in order to move the camera to the precise viewing area that is required. This is made possible through the TMC's CCTV interface software developed for this project. There is over 300 additional cameras either currently under construction or planned for construction to support the traffic operations system.

- There are 104 changeable message signs (CMS) in the district, which are controlled by the TMC. These CMS's are illuminated roadway signs installed on the freeway, which display remotely transmitted text me

sages from TMC to motorists regarding freeway traffic conditions and incidents. Their purpose is to (1) reduce the number and severity of accidents and (2) give motorists information regarding the incidents and possible alternate routes which can be taken when incidents do occur. Ultimately, over 108 signs will be installed across the District.

- There are nearly 860 freeway on-ramps in the district, which have active ramp metering. These ramp-metering stations (RMS) use traffic signals and data from vehicle detectors to regulate the pace of traffic entering the freeway, therefore achieving the maximum efficiency of traffic movement on the freeway. From the TMC, operators can remotely turn ramp metering on and off as well as change current metering rates and modes dependent on current traffic condition along the effected freeway segment.

- From the TMC, operators can control highway advisory radio (HAR) systems. These HAR systems are short range 10-watt broadcast radio transmitters installed within freeway right-of-way for the purpose of relaying detailed information regarding traffic conditions to motorists. HAR messages are advisories pertaining to traffic incidents, construction activities, traffic diversions, and road conditions, safety conditions, alternate routes and other messages, which typically are too wordy for CMS displays. Twenty-seven HAR sites are planned for installation in the district.

TMC Upgrade Design

The TMC upgrade design project consisted of two integrated activities:

1. Design of the TMC facility
2. Design and implementation of the ATMS, which includes development of the custom, control center software.

Facility Design

The TMC facility design included the renovation of 13,420 square feet of the Caltrans District 7 office in downtown Los Angeles at a total construction cost of $3.2 million. The center supports various operational functions, which aside from the transportation management function it is the center of operation for the California Highway Patrol (CHP), Freeway Service Patrol (FSP) dispatch operation by both Caltrans and CHP, and Caltrans maintenance dispatch. The center was designed to support 24-hour-a-day operations, 365 days a year and contains complete kitchen, restroom and locker room facilities to support these round-the-clock operations. The facility was designed with uninterruptable power supply (UPS) and back-up generator systems to maintain electrical power for all computer and communications systems hardware in the center during any unforeseen power outages.

One of the unique features of this center is the conversion of a 40 year building facility to provide the state-of-the-art TMC computer and LAN communications systems, which support the advanced transportation's management system. These systems were designed to be totally fault tolerant so that any single hardware failure to the computer or local area network (LAN) hardware would not cause systems operations to cease. The computer system hardware specifications includes two of each of the major system components, i.e. primary and back-up ATMS applications servers, Oracle database servers, front end processors (FEP), LAN routers, LAN switches and fiber distributed data interface (FDDI) concentrators. The computer system includes 200 Gigabytes of hard disk storage to hold the ATMS application and configuration database as well as 1.75 terabytes of storage across three optical jukeboxes for the sole purpose of storing over a year's worth of historical traffic data. All TMC computer and communications hardware is located in an environmentally controlled computer room protected by a high-tech inert gas fire suppression system. Figure 2 below is the logical network diagram for the TMC ATMS computer system.

ATMS Software Design

This section describes the ultimate District 7 ATMS functionality. The innovative software design created by NET includes an Open System Architecture to ensure:

- Interconnectivity (ability to connect and communicate to other systems without a third party proprietary black box)
- Interoperability (seamless access to distributed data across all open platforms and software products)
- Portability (software written for one district can be easily transferred to others)
- Reduced Costs (software and hardware product costs are lower due to multiple vendor support and increased competition)

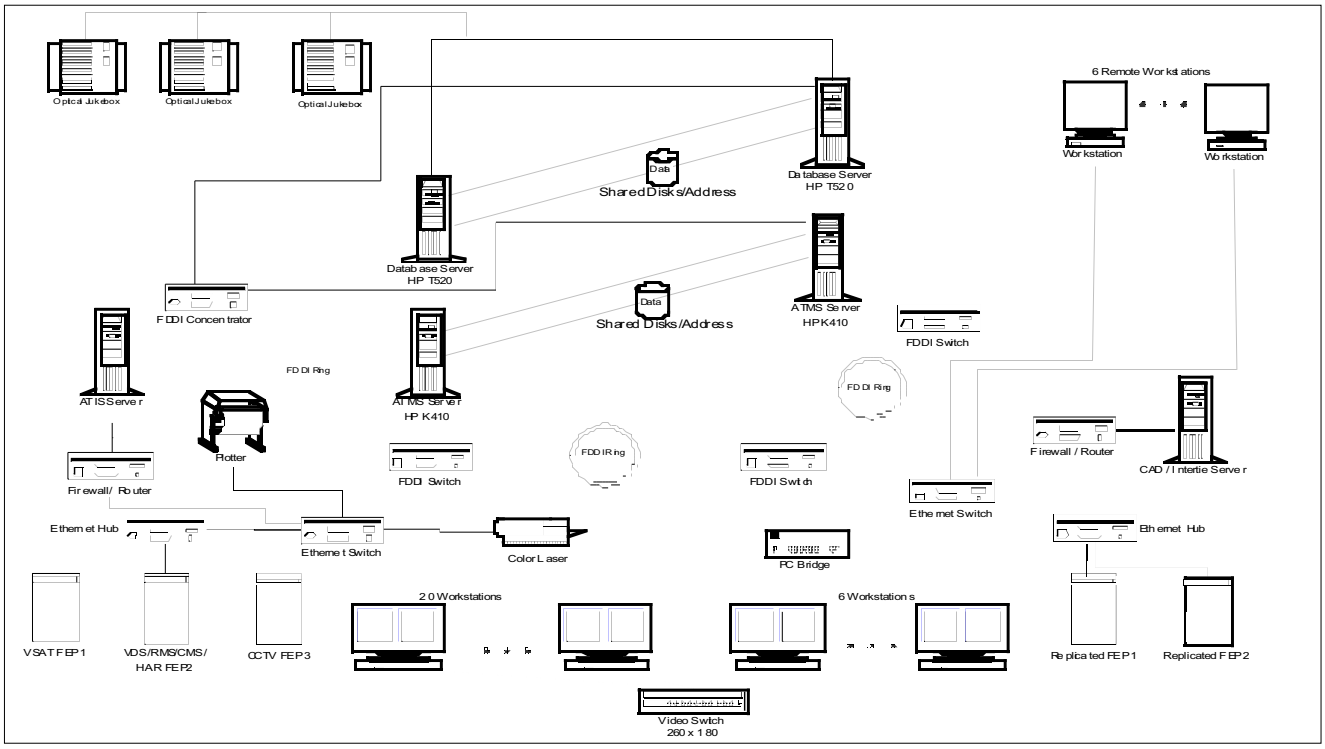


Figure 2 - District 7 ATMS Network Configuration

Software Architecture

The ATMS system is a UNIX-based system running on dual-headed HP workstations. The software includes:

- HP UX 10.20 operating system
- SL GMS V5.4 to create map interfaces
- Oracle Version 7.3.4 database to store historical and configuration data
- Oracle Forms & Reports
- G2 real-time expert system to generate response plans
- Talarian Smartsockets middleware for data acquisition and interprocess communications
- Various application programs in C programming language

The TMC software architecture consists of four major partitions: 1) communication, 2) user interface, 3) database, and 4) applications. Figure 3 depicts these partitions. Generally speaking, the communication partition moves information to and from the freeways/highways into real-time traffic management operations and into long term storage for historical analysis.

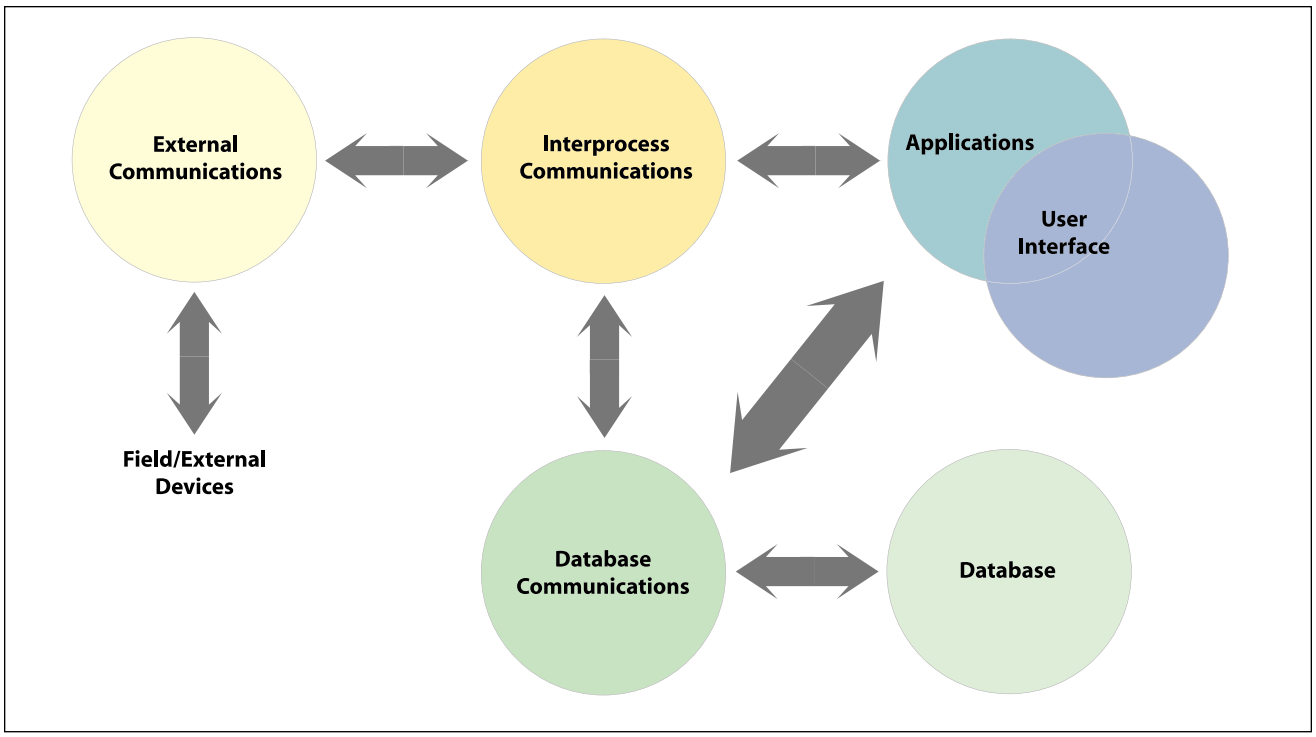


Figure 3 - Software Partitions

Communications

The TMC communications moves data between field / external devices and the TMC applications in an orderly and efficient manner. Internal movement of TMC information for time critical operations is called the "interprocess communication" and the movement of non time critical information such as data storage / retrieval is called the "database communication". System functions require both real-time and data storage software components for simultaneous users and events. Database communications follow the SQL standards. The TMC external communication handles interfaces to the field equipment and external systems. Just as the TMC interprocess communication is a real-time process, so is the TMC external communication. Information movement to and from field devices must meet strict timing requirements; for example, all VDS controllers must be polled with one timing cycle and camera control receivers must have 1 millisecond updates during panning. The software component for TMC external communication is a real-time component.

User Interface

The user interface partition receives and sends data via both the interprocess and database communications. Real-time data is displayed as it is received from other applications, and configuration data (non real-time) is displayed as it is received from the database. The user interface is a Graphical User Interface (called GUI) and is required to have maps, dialogues, graphs / charts, and reports capabilities. Software components for the GUI follow the Motif standard and present data in an intuitive user-friendly manner for both screen and hardcopy. In traffic management, geographical information is crucial and therefore map displays provide the backdrop to events and responses. For map display capability, SL-GMS graphical tools were selected and for the database of map information, the Thomas Brothers Maps for LA and Ventura Counties were selected. Dialog windows provide the user with information and a means of entering operator choices.

Database

The database partition receives and sends data via the database communication. The database consists of three kinds of data: 1) configuration, 2) traffic flow, and 3) event. Configuration data is the static and status data that defines the freeway/highways and field devices. CMS locations, their type, failures, and operational status are examples of configuration data. Traffic flow data is the historical flow of traffic freeway consisting of volumes, occupancies, and estimated speed. Event data is the data generated by system events including incidents, congestion, special events, and user actions. Configuration, traffic flow and event data are fixed in format and size and therefore well suited for the table structures of a relational database.

Applications

The application partition receives and sends data via the interprocess and database communications. Applications are either developed or non-developed. Developed software is designed, coded, and implemented, while non-developed software is any commercial off-the-shelf product. TMC Applications can be grouped into four broad categories : 1) Advanced Transportation Management System (ATMS), 2) Advanced Traveler Information System (ATIS), 3) Data Analysis, and 4) Data Acquisition. A requirement unique to the ATMS application is the element of decision support for the TMC user. Decision support is normally implemented through the use of an expert engine, which operates upon a knowledge base designed for the application. The decision support expert engine selected for the ATMS design is Gynsum G2.

ATMS SOFTWARE FEATURES

Described below are the ATMS software capabilities. Certain aspects of these features are currently under design; however, the current ATMS software used in the TMC provides the foundation for all functionality listed below.

Geographical Map Display

The ATMS software system includes a geographical map display that covers the entire Los Angeles and Ventura County freeway network, with a zoom capability that allows the operator to zoom down to the city street level. Various map filters are available to allow operators to customize their individual map displays.

Real-Time Traffic Data

A graphical representation of freeway traffic flow conditions is provided through color-coded VDS data that represents real-time volume, occupancy or estimated speed. Data is updated every 30 seconds, and is also readily available in numerical format on a lane-by-lane basis.

Icon-Based Control/Access

Much of the system data can be accessed from the graphical user interface through icons. The geographical display map includes unique icons representing RMS, CMS, VDS and CCTV locations, providing data access and control capability directly from any workstation simply by clicking on the appropriate icon on the map.

The CCTV subsystem is fully integrated into the operator workstation, requiring no external equipment for CCTV selection and control. By clicking on CCTV icons on the graphical display, the operator can retrieve up to two real-time CCTV cameras on the workstation. Full pan, tilt, and zoom control are available directly from the user interface. An attractive feature of the ATMS is its ability to automatically provide to the operator real-time CCTV images of cameras located in the vicinity of a suspected or confirmed incident.

CMS control is also available directly through the ATMS software. Operators can compose new messages, edit system-recommended messages or change phasing parameters directly from the user interface.

Unique icons for incidents and special events are also displayed. By selecting an icon, the operator enters into system dialogue that allows event verification, definition of and updates to event details access to system-generated response plans and termination of cleared events from the system.

Figure 4 depicts the main ATMS application GUI, illustrating the geographical map display with various icons representing TOS field equipment.

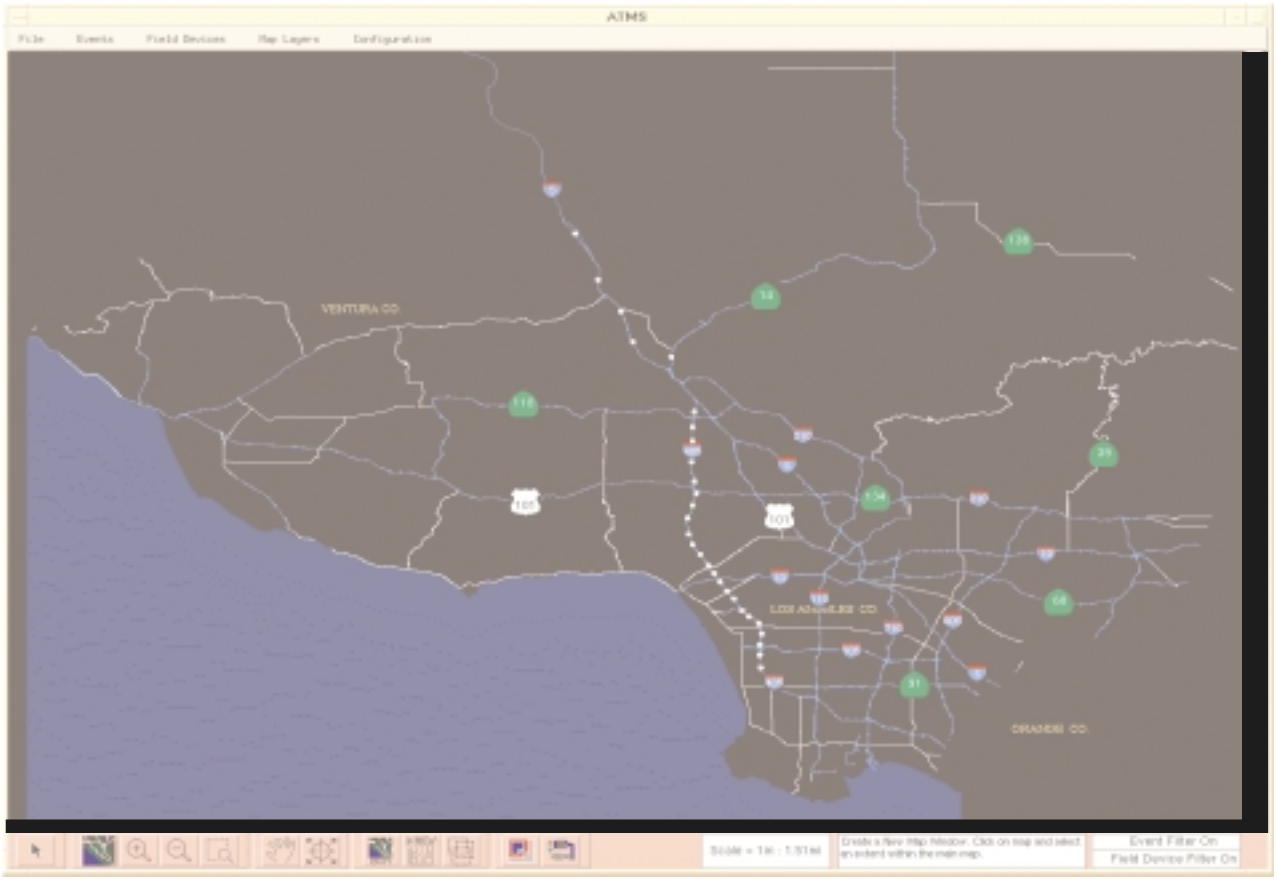


Figure 4 - ATMS Graphical User Interface

Ramp Metering Control

The District 7 ATMS software allows operators to activate and deactivate ramp metering anywhere in the freeway system. One of the more advanced features of the ATMS software is the ability to select different metering modes, which includes different levels of System-Wide Adaptive Ramp Metering (SWARM). One example of SWARM level is SWARM 1, which looks at the complete freeway system, forecasts traffic conditions into the future and changes ramp metering rates across the system to avoid predicted future problems.

Automatic Incident Detection

The system features automatic incident detection through the use of APID - the All-Purpose Incident Detection algorithm, an algorithm, which is, based on the California incident detection algorithms, and which has been designed to handle various traffic patterns. The system is capable of running 5 incident detection algorithms in parallel, and algorithms can be activated/deactivated from the user interface. The user through the user interface also easily defines algorithm parameters.

Automatic Response Plan Generation

Response plans are a series of actions that are recommended to an operator to help mitigate the impact of a traffic event or condition. Automatic response plan generation is a key feature of the ATMS, which provides a decision

support system for ATMS operators. By providing recommendations to the operator on which actions should be taken under the prevailing conditions, operator overload in this time-sensitive environment can be prevented, and consistency in responses can be better ensured.

The Caltrans District 7 ATMS will automatically generate response plans based on event attributes such as location, event type, lane blockage pattern, estimated duration and number of fatalities and injuries. Response Plan components may include recommendations to:

- activate recommended CMSs with recommended messages
- request CHP to issue a SigAlert
- issue a traffic advisory
- advise Traffic Management Team (TMT) Leader
- alert Caltrans organizations
- advise maintenance personnel
- dispatch the Freeway Service Patrol
- contact the TMC supervisor
- notify the duty officer
- put incident details on the Caltrans Highway Information Network (CHIN)
- advise local agencies
- advise adjacent districts

As incident details change, the operator enters the updated data into the system, and an updated response plan is generated. When an incident has been cleared in the system, a termination plan may be recommended in which termination actions are recommended, such as replacement message recommendations for CMSs.

To generate response plans, an expert system will be implemented in District 7's ATMS.

Expert Systems

An Expert System is a "model and associated procedure that exhibits, within a specific domain, a degree of expertise in problem solving that is comparable to that of a human expert." Real-time expert systems can be used for complex applications that require continuous and intelligent monitoring, diagnosis, and control, which make them well suited for integration in a transportation management system for use in response plan generation.

The primary advantage of using expert systems in developing response plans is that manual development of predefined plans is not required. Given the freeway network, the Traffic Operation System (TOS) element configuration and a knowledge base that defines the traffic response plan requirements, the system will generate plans accordingly, easily adapting to modifications to freeway network configuration and field equipment location. For many transportation agencies for whom field infrastructure changes are a way of life, the use of an expert system eliminates the need for extensive plan revisions to keep the response plans current.

A second advantage of expert systems is the ability of the system to perform numerous computations quickly. The Caltrans ATMS expert system performs a number of complex computations to arrive at the required response plan based on event details defined by the operator.

High Occupancy Vehicle (HOV)

Program Update Los Angeles County

In Los Angeles, HOV lanes exist on the freeway, and almost half of the metered freeway on-ramps. Motorists using the HOV lane on the on-ramps do not have a stop at the ramp meter, which is another incentive to rideshare. HOV lanes for bus use only, exist on some local streets.

By the end of 1999, HOV lanes made up 35% of the total freeway length in Los Angeles County, which has a total of 527 freeway miles. Los Angeles County had 185 centerline miles, or 377 lane miles of HOV. In total, Los Angeles County opened 30 centerline miles of HOV lanes in 1998 and 17 centerline miles in 1999. The southern California region of 5 counties (Los Angeles, Ventura, Orange, San Bernardino, and Riverside) was reporting a total of 321 HOV centerline miles or **650 lane miles**, excluding the Route 91 Toll Road in Orange County, which is 40 HOV lane miles. Statewide, California had **810 HOV** lane miles

The following is a list of the new HOV facilities, in Los Angeles County, which opened in 1998 and 1999:

- In February of 1998, 7.6 miles of carpool lanes opened on the San Diego Freeway (Route 405), between the Orange County Line and Route 710.

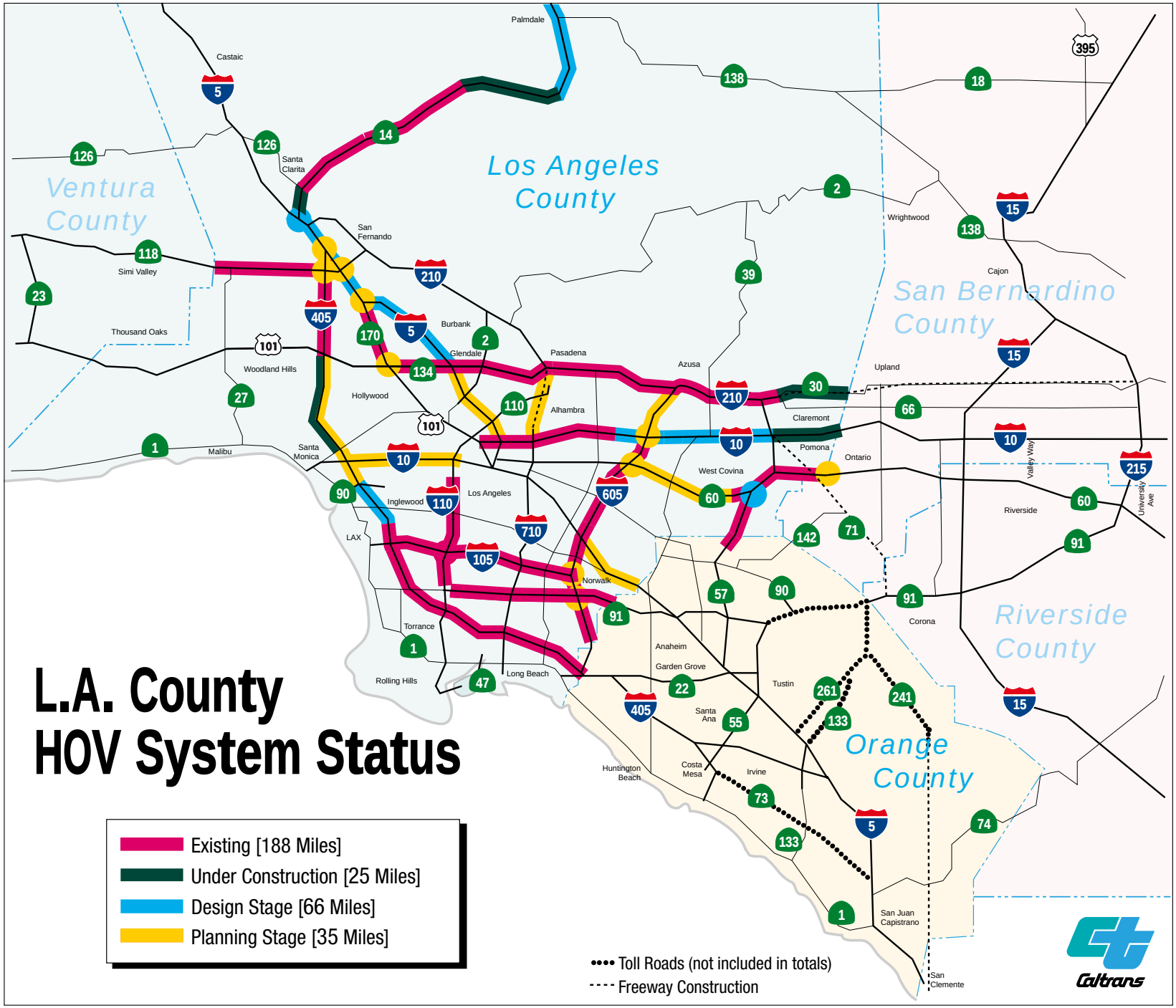
- In April of 1998, 9.9 miles of carpool lanes opened on the San Gabriel River Freeway (Route605), between Telegraph Road and Route 10.

- In May of 1998, 6.4 miles of carpool lanes opened on the Antelope Valley Freeway (Route 14), between San Fernando Road and Sand Canyon.

- In October of 1998, 6.1 miles of carpool lanes opened on the San Diego Freeway (Route 405), between Route 710 and Route 110.

- In February of 1999, 2.4 miles of carpool lanes opened on the Pomona Freeway (Route 60), between Route 57 North and the San Bernardino County Line.

- In September of 1999, 9.9 miles of carpool lanes opened on the Antelope Valley Freeway (Route 1), between Sand Canyon Road and Escondido Canyon Road.



D7-3/13/01
D8 & D12-5/5/99
HOV Route Status

Freeway Service Patrol (FSP)

The Freeway Service Patrol (FSP) is an incident management program to facilitate the quick removal of incidents, to reduce congestion delay and other adverse impacts on Los Angeles County freeways, since 1991. FSP tow operators continually patrol freeway segments during congested hours and provide assistance to diabled vehicles. FSP helps reduce the chance of further accidents and bottlenecking caused by impatient drivers and on-lookers. In addition, FSP helps save fuel and cuts air-polluting emissions by reducing stop-and-go traffic. The FSP program is funded by legislature, as well as federal and local monies and is jointly administrered by the California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Metropolitan Transportation Authority (MTA). Los Angeles County's FSP program is the largest program of its kind in the nation, by providing 1500 assists on a daily basis. The FSP program consists of 41 belts (deligated patrol areas) served by 150 tow trucks that provide motorists aid, covering over 450 miles of congested freeways during weekday peak hours and selected areas during weekdays, midday and weekends.

Connector and Ramp Meters

Ramp meters are a familiar sight to California motorists, having made their debut in 1966 at the intersection of State Routes 5 and 14, in northern Los Angeles County. Since then, the ubiquitous signals at urban on-ramps have helped regulate the smooth flow of vehicles on to the freeway and thereby ensure that freeways operate at maximum capacity. Today, more than 1,800 ramp meters are in operation statewide. Of those, over 800 are in Los Angeles County.

Recently, the concept of connector metering has been expanded to help alleviate congestion at freeway interchanges, which have traditionally experienced some of the worst congestion on the freeway system. Freeway-to-freeway connector ramp meters were first put in use in 1976, along the Santa Monica freeway, from the southbound Harbor freeway to the westbound Santa Monica freeway, as part of a diamond lane experiment. In 1992, a freeway-to-freeway connector ramp meter was installed in Los Angeles County at the transition from southbound Route 5 and southbound Route 110.

The Glenn Anderson (I-105) Freeway is the first freeway to employ connector ramp metering on full interchanges. The connectors were designed to provide adequate storage. These signals, in some cases, employ the traditional red-amber-green signalization typical of local street intersections, rather than the red-green lights more common on on-ramp meters.

Connector ramp meters are in place at four interchanges along Interstate 105: at the San Diego (I-405) Freeway, the Harbor (I-110) Freeway, the Long Beach (SR-710) Freeway and the San Gabriel River (I-605) Freeway. Flashing overhead warning signs will alert motorists that the meters are ahead as they make the transition from on freeway to another. Sensors embedded in the pavement are linked to computers, which will adjust the meters automatically to optimize the movement of traffic through the interchange. Today, there are more than 40 metered connectors statewide. Of those, over half are in Los Angeles County.

As with on-ramp meters, stopping cars momentarily at connector ramp meters can save motorists several minutes per trip because overall congestion is reduced.

Smart Corridor

The Santa Monica Freeway Smart Corridor (I-10) was one of the most visionary Intelligent Transportation Systems (ITS) project ever developed and implemented in the nation. This demonstration project started in 1988 with conceptual designs and implementation phased in over several years. The project officially became operational after a kick-off ceremony held on October 11, 1996, at the City of Los Angeles Public Library. The project represented a first-time attempt to electronically connect and coordinate freeway and arterial data gathering, develop and implement computer generated action plans, and provides motorists with accurate, real-time congestion information within a corridor.

The project covered an 11-mile stretch of the Santa Monica Freeway (I-10), one of the most heavily traveled freeways in the nation, with over 330,000 vehicles per day, as well as five parallel arterial street (Washington, Adams, Venice, Pico and Olympic Boulevards) located in the cities of Los Angeles, Culver City and Beverly Hills.

The fundamental goal of the Smart Corridor system is to increase the efficiency and throughput of the existing freeway and adjacent surface street network thereby reducing roadway congestion and motorist delay.

To achieve this goal the project relies on a three-pronged approach:

- Maximizing the efficiency of the existing traffic control systems operated by Caltrans, LADOT, and CHP through the development and implementation of a coordinated database and ìexpert systemsî software.

- Providing timely and effective incident/accident management

- Providing accurate, real-time traffic information through a variety of motorist information methods and delivery techniques.

Some of the elements and techniques used are:

- Development and utilization of a coordinated and integrated software to provide automated freeway and arterial incident detection, data correlation and confirmation as well as a common multi-agency database and incident response plan generation.

- Detectorization of the freeway and arterial streets for automated monitoring and dynamic modification and coordination of ramp metering rates and signal timing plans.

- Utilization of automated motorist information system elements such as Highway Advisory Radio (HAR), Highway Advisory Telephone(HAT), Changeable Message Signs (CMS), dynamic routing Trailblazer signage, computer bulletin boards and cable television.

- Provision of Accident Investigation Sites (AIS) which provide a separate and secure area off the roadways where motorists exchange information in the event of an accident.

- Provision of comprehensive Closed Circuit Television (CCTV) coverage, which enables agency personnel to dynamically view conditions on the freeway and arterial streets.

The significance of this project to the region is the unprecedented level of interagency and cross-jurisdictional

coordination and support.

The following agencies are directly involved in the development and operation of the Santa Monica Freeway Smart Corridor Project:

- The Federal Highway Administration (FHWA)
- The California Department of Transportation (Caltrans)
- The California Highway Patrol (CHP)
- The Los Angeles County Metropolitan Transportation Authority (LACMTA)
- The Los Angeles Department of Transportation (LADOT)
- The Los Angeles Police Department (LAPD)
- Culver City
- Beverly Hills
- Santa Monica

The total cost of the project is approximately $48 million, which was provided through federal, state and local sources.

The 1984 Olympic games held in Los Angeles served as a precursor to this project by demonstrating that coordination of the system of the local operating and enforcement agencies could actually increase throughput and decrease delay, even in light of heightened traffic congestion. To this end, after the Olympics, the Smart Corridor agencies pooled their resources and developed a system which through the development of customized software, would automatically provide coordinated field data and recommend and implement appropriate response for all agencies on the same network. This represented a first time attempt on the part of the operating agencies to share their data and responsibilities for a roadway network.

The success of the vision of the Smart technologies was tested during the 1994 Northridge earthquake, which rendered a portion of the Santa Monica Freeway (I-10) unusable. The unprecedented level of cooperation and coordination among the agencies and the implementation of preliminary Smart Corridor facilities and software, which eased traffic congestion, was a testament to the anticipated success of the project.

As a groundbreaking project, the Santa Monica Freeway SMART Corridor required considerable commitment from all participating agencies form the initial development stage through deployment, day-to-day operations and maintenance of the system. However, the technology used was very difficult to integrate any more legacy systems from additional participating agencies. After 12 years, the advent of Y2K rendered the original software technology employed to run elements of the SMART Corridor system obsolete, although many components such as the traffic monitoring system, closed circuit television cameras, changeable message signs, traffic signals, and ramp meters remain in daily operational use. Nevertheless, a Steering Committee of partner agencies has continued to meet as the SMART Corridor project would down and an evaluation process commenced.

The evaluation of the Smart Corridor Operation Concept will be completed the summer of 2001. Efforts, using the latest ITS new technology in compliance to FHWA defined ITS architecture are underway to continue to utilize the existing field infrastructure implemented by the project and expanded concepts learned during the life of the project.

National and International interest in this project and efforts to expand lessons learned into multiple smart corridors are underway.

The Smart Corridor Project is a work in progress. The first phase became operational on October 11, 1996. The second phase, which includes activation of the traffic management center in the city of Santa Monica and other features, will come on board at a later date.

PROJECTS THROUGH THE MILLENIUM

Los Angeles Regional Transportation Management Center (LARTMC)

In July of 1993 Caltrans and CHP signed the TMC Master Plan which called for development of TMC's to be co-located with CHP Communication centers. The TMC would have the ability to monitor and control various Traffic Operations Systems (TOS) field elements (Highway Advisory Radio, Changeable Message Signs, Traffic Monitoring Stations, Closed Circuit Television Cameras and Ramp/Connector Meters). The TMC will serve as a hub for all transportation management activities for the entire southern region and local Cities and agencies.

The existing TMC is located in the District 7 Office Building in downtown Los Angeles. The current TMC is not an Essential Services Act facility and is not co-located with CHP. District 7 has requested moving the District office from this location to a leased building due to the high cost of retrofitting and high maintenance cost for the existing building. It is projected that the existing TMC will stay at the current location until the new TMC facility is completed and operational in the fall of 2003. A temporary move of the Upgraded TMC cannot be justified due to the extremely high cost for the system cut-over.

The 2000 SHOPP includes $38.5 million in 00/01 for the construction of the regional TMC building for co-located Caltrans/CHP traffic management in Los Angeles and Ventura Counties. The design of the facility is funded through the MTA grant in the amount of $6.5 million, separate State funding of $4.0 million for the system design and cut-over, and federal funding for the mode shift in the amount of $1.32 million (80% Federal, 20% State). State systems are funded through $10.3 million through SHOPP Program while CHP secured $7 million through BCP.

The following functions will be housed in the TMC:

Caltrans - LA/Ventura County TMC Operations, TMC Support, Electrical Support, Public Information Officer, Freeway Service Patrol, Ramp Metering, Traffic Manager, Signal Timing, Planned Lane Closure, Supervisors and Support Staff

CHP - TMC Officers, LA County Communication Center (including cellular 911 call takers and CHP dispatchers), Freeway Service Patrol, Media Information Officer, Communication Center Support, Supervisors and Support Staff

Regional - Coordinators with other Districts and regional agencies (D8/D11/D12 and City/County).

Current Issues:

Caltrans and CHP agreed on the overall building size, staffing numbers, revised schedule and floor plan layouts. Initial project schedule was presented in phases with understanding that this approach may provide earlier completion date. Later analysis with inclusion of the plan check review time and timeline for intra-government fund transfer showed that single project is less expensive and would be completed sooner. The current schedule shows that the construction will start in the Spring 2001 and the new TMC will be fully operational in the fall of 2003.

This is very challenging project that involves coordination between several State Departments (Caltrans, CHP,

DGS), local agencies (LACMTA, Cities), and outside consultants.

The project generated strong interest from elected official's offices, (Assembly Speaker A. R. Villaraigosa, Assemblyman J. Scott, Assemblyman S. Wildman, Senator A. Schiff, and Councilman R Allatore), Caltrans has been meeting with their staff from early 1998 almost on regular basis in order to keep them informed about the project. Environmental Document generated a lot of responses from the residents mostly about the aesthetics of the building and how it fits on the site and in the community. Caltrans held an informational meeting to share exterior renderings of the building with the community in October 1998.

I-5 Corridor

Major Improvement Project

Project Name:

I-5 Major Improvement Project

Project Limits:

I-5 from Los Angeles/Orange County line to Route 710
(07-LA-5 PM 0.1/13.8)

Project Description:

The I-5 MIP is the implementation of the I-5 MIS which pursued long-term strategies for major capacity improvement for the I-5 corridor. It consisted of 3 years of study effort, from December 1995 to July 1998. It was sponsored by the Los Angeles County Metropolitan Transportation Authority, I-5 Consortium Cities Joint Powers Authority, California Department of Transportation, Orange County Transportation Authority, Federal Highway Administration, and the Federal Transit Administration. These agencies saw the need for future improvements in the I-5 Corridor. As a result, a MIS was conducted and supporting documents prepared to support the decisions leading to a set of preferred transportation elements. The overall goal of the I-5 MIS was to develop a cost-effective, multi-modal transportation improvement strategy that substantially increases capacity and improves safety and efficiency, while protecting the best interests of the adjacent communities. The locally preferred alternative selected includes widening the I-5 freeway to a 10-lane at-grade full standard facility. The total capital cost was estimated to be approximately $1.5 billion (1997 dollars), including $170 million in right-of-way costs. The proposed infrastructure cost required to save on hour of travel delay would be $27.75. Motorists will save $55 million per year due to less travel delay time.

Project Schedule:

The governor has allocated $125 million for the I-5 MIP to jump-start the project. Hence the participating public agencies and Caltrans agreed to abandon the I-5 Interim HOV project currently scheduled in favor of accelerating the implementation of the ultimate strategies described in the I-5 MIS. A portion of the funds will be used to obtain Project Approval to the Environmental Document phase completed, for a couple of overcrossings, needed in the interim HOV project, to the ultimate HOV configuration and the remainder to start design work on a couple of segments. Project initiation began in January 2001 with work on Environmental Documents, alignment

geometries, project planning, scheduling and resource estimating, preliminary scheduling anticipates construction to start the fourth quarter of 2004.

Public and Agency Involvement:

A cooperative and collaborative process was facilitated by the I-5 Steering Committee formed by Caltrans, providing oversight of the study and technical input based on their unique regional perspectives. The Steering Committee was comprised of representatives of the following agencies:

- California Department of Transportation (Caltrans)
- Los Angeles County Metropolitan Transportation Authority (LACMTA)
- I-5 Joint Powers Authority (JPA), representing the six cities along the I-5 Corridor. The six JPA cities include Buena Park, La Mirada, Santa Fe Springs, Norwalk, Downey, and City of Commerce.
- Orange County Transportation Authority (OCTA)
- Southern California Association of Governments (SCAG)
- Los Angeles County Department of Public Works
- City of Los Angeles Department of Transportation (LADOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Parsons Brinckerhoff Quade and Douglas, Inc. (PB); I-5 MIS Lead Consultant

Sensitive Issues:

The freeway widening will result in full acquisition of 293 residences, 140 businesses, and 32 potentially eligible or listed National Register historic properties. Partial acquisitions would include 168 residences, 359 businesses, one school, and four parks. Local access during construction is also a major concern been considered.

Lewis Road Widening Project - Ventura Route 34

Project Description:

Background:

The project is being sponsored by the County of Ventura. This is a locally funded project that is being designed under contract by Boyle Engineering. The state portion of the work is under Caltrans oversight.
The EIR for the development of CSUCI adopted in 1998 identified the need for increased roadway capacity for both vehicles and bicyclist to access the new university. As a condition of the approval of the EIR, Lewis Road was to be widened to four lanes with 2.4 meter (8-foot) shoulders on each side, to double as bicycle lanes. In 1998, $2.5 million in CMAQ funds and $4 million in STP funds were allocated for improvements to Lewis Road. Because of the projected increase in traffic volumes on Lewis Road, VCTC has added it to its list of significant highways in Ventura County and is the lead agency for the widening of Lewis Road.
STP funds were previously programmed in the Regional Transportation Improvement Program approved by the Southern California Association of Governments. Additional funding is being sought by VCTC through the State Transportation Improvement Program amendment process for 2002.

What The Work Involves:

- Location and Limits- The project will widen Lewis Road from two lanes to four lanes between Ventura Boulevard and Hueneme Road along State Route 34 in the City of Camarillo in Ventura County.

- Length (KP/PM)- The project begins at KP 20.56 (PM 12.78) and ends at KP R21.79 (PM R13.54). The overall length of the State portion of the project is 1.23 kilometers (0.76 miles).

- Benefits- Widening Lewis Road will bring the Level of Service (LOS) to C in both the a.m. and p.m. peak hours.

Project Issues:

The Project includes a portion of Lewis Road that is owned by the State (20% of the total length of the project). Two PSRs were prepared; one for the State and one for the County portion. The County combined the two PSRs and submitted them as a single document for approval and programming. The project report will be handled similarly.
The County will also be responsible for creating and monitoring the work plan although the State will provide oversight at an estimated 10% of the programmed project support cost.

Right-of-Way

The right-of-way will be obtained from property owners immediately east of Pleasant Valley Road. This includes the acquisition of parcels from the Union Pacific Railroad (UPRR) and from property owners east of Lewis Road, north of Pleasant Valley Road. Ventura County Flood Control District (VCFCD) also has an easement from this landowner for their floor control channel, and must also be included in the process. It is anticipated that right-of-way acquisition for Lewis Road improvements will be performed be the County of Ventura. The acquisition process will follow federal guidelines.

Concerned Communities:

- City of Camarillo
- Involved Elected Officials or Others:
- County of Ventura
- Ventura Transportation Commission

Schedules:

- PA & ED – 09/01(T)
- RTL – 01/03(T)

Total Project costs (capital & support):

The total price of this project is estimated to be $9.2 million.

Route 210 - Foothill Freeway GAP Closure Project

PROJECT FEATURES

- The Foothill Freeway corridor stretches through San Bernardino and Los Angeles Counties through the cities of La Verne, Claremont, Upland, Rancho Cucamonga, Fontana, Rialto, and San Bernardino.
- Total length is 28.2 miles with approximately 6.5 miles in LA County.
- Three general-purpose lanes in each direction.
- Two additional car pool lanes for High Occupancy Vehicle (HOV) traffic, one in each direction.
- 49 new structures; 14 local street interchanges; 1 freeway to freeway interchange; retaining walls; soundwalls; landscaping

BENEFITS

This corridor has been in the planning since 1959. When completed, the project will close the gap between the east west Foothill Freeway, currently ending in La Verne at Foothill Boulevard, and the I-15. Ultimately the 30 corridor will be built to Route 215 in San Bernardino, removing some 43,000 vehicles a day from local arterial, such as Baseline Road, Foothill Blvd., and Arrow Highway in the Route 30 corridor.

It is projected that employment in this area will increase by 57 percent between now and the year 2010 according to forecasts by the Southern California Association of Governments. This increase in people generated the need for greater highway capacity in this area.

PROJECTS GOALS

- Facilitate the movement of people and goods by completing the planned integrated regional transportation network between western San Bernardino County and eastern Los Angeles County.

- Improve traffic safety by removing existing at-grade intersections and changes in road alignment.

- Comply with state, regional and local plans and policies by conforming to the Air Quality Management Plan by including HOV lanes and increased capacity with mixed-flow lanes which will reduce vehicle hours traveled resulting in a decrease in vehicle emissions.

COST

Project cost in Los Angeles County is estimated to be $310 million. The estimated cost of the entire project is $1 billion, which will be funded by local, state and federal gas and transportation taxes.

SCHEDULE

Construction of Route 210 began in 1998 and is expected to be completed by the middle of 2002. Work is underway in both counties, to construct the bridges crossing the freeway, as well as the massive 210/I-15 interchange. The freeway will be opened at one time, from the current terminus of Route 30 in La Verne, through the City of Fontana. This phase is 22 miles long. The remaining portion, to I-215 in San Bernardino, will be completed at a later date.

CONSTRUCTION SEQUENCE

- In general, the construction sequence is as follows:
  Structures==>Excavation/Retaining Walls/Soundwalls===>Paving===>Landscaping.

- Where possible, overcrossing construction will be staged to minimize detouring of traffic; soundwalls will be constructed as early as possible to mitigate noise and dust; early overcrossing construction will allow dirt hauling within right of way, minimizing truck and construction traffic on local streets.

PUBLIC INFORMATION

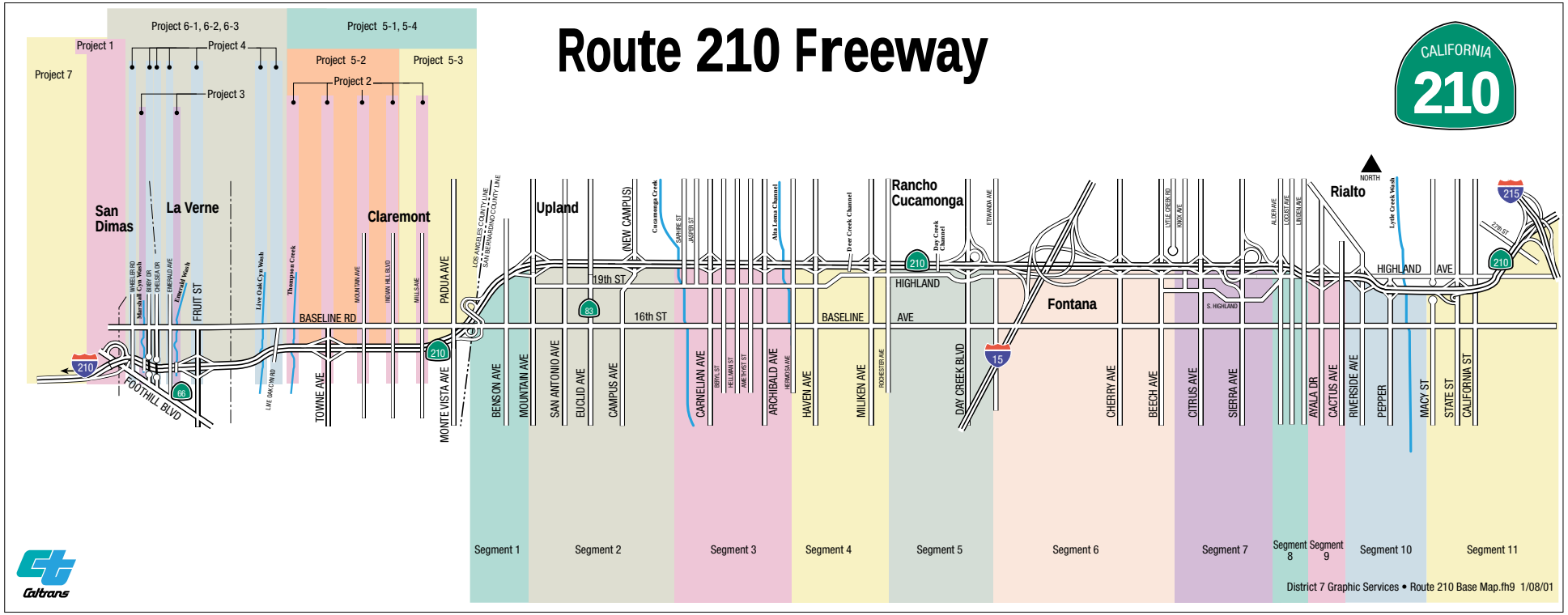
- AB 2388, passed by legislation in 1998 and effective January 1, 1999, has redesignated Route 30 to Route 210

- The District has been publishing a quarterly Project news letter

- School Awareness Program has been developed to alert students, teachers, and parents of construction activities and safety awareness

- A World Wide Web page has been created (www.dot.ca.gov/dist07)

Route 210 Freeway



CALIFORNIA 210

Caltrans

District 7 Graphic Services • Route 210 Base Map.fh9 1/08/01

I-405/US-101 Interchange Projects

The 405/101 interchange is one of the busiest interchanges in California, carrying over 530,000 vehicles each day. In order to mitigate the congestion at the I-405/US-101 Interchange. Caltrans is in the process of designing and constructing two projects, which will improve the flow of traffic in the vicinity of the interchange.

In order to alleviate the traffic congestion that occurs in the vicinity of the interchange, Caltrans has stepped up its efforts to accelerate the delivery of both of these projects by proceeding on a risk design basis.

The first project is to widen the segment of Route 405 between Mulholland Drive Overcrossing and Ventura Boulevard undercrossing, by adding an auxiliary lane in the northbound direction for a total length of approximately 3.2 kilometers (~2 miles). This project has been fully programmed in the STIP at $11.6 million for both capital and support cost, and is in the design phase. Construction began in January 2001 and is expected to be completed in the Spring of 2003.

The second project is to widen the segment of the single lane northbound I-405/ southbound US-101 connector, from north of Ventura Boulevard Undercrossing to west of Kester Avenue Undercrossing, by adding an additional lane for a total length of approximately 950 meters (~3120 feet). This project will add an operational improvement to the interchange in conjunction with the above project. This project has been fully programmed in the STIP at $10.2 million for both capital and support cost, and is in the design phase. It is scheduled to start construction in the Fall of 2001 with completion in the Fall of 2003.

A third project is underway to close the gap between the above two projects and is in the Project Study Report (PSR) stage. This project extends the auxiliary lane past the Greenleaf off-ramp to the Route 101 Connector, close the loop on-ramp from westbound Ventura Blvd. and braid (grade separate) the slip on-ramp from Sepulveda Boulevard to northbound Route 405 with the Route 101 Connector by carrying the slip on ramp under the connector thus eliminating the existing weave in this congested area. The preliminary estimated cost for this project is approximately $36 million, which includes support cost. The PSR was approved in November 2000. It is anticipated that this project will be submitted as a candidate project in the 2002 STIP cycle.

Feasibility Studies For Truck Lanes On SR-60 And US-101

Pomona (SR-60) Freeway

As addressed in the '98 Regional Transportation Plan (RTP), the population growth in Southern California is estimated to increase by 43% by the year 2020 from 15.61 million and employment to increase by 60% from 10.6 million. The Pomona (SR-60) Freeway is one of the most heavily used truck routes for goods movement. The forecasted truck volume along the route showed an increase of 40% or 216, 000 trucks due to this projected population increase and growth in the regional economic activity.

In order to enhance economic competitiveness in this region, reduce congestion, and improve air quality the feasibility study for constructing exclusive truck lanes has been initiated for SR-60, between Route 710 and Route 15, in partnership with the Southern California Association of Governments (SCAG).

The consultant completed their work in December 2000. SCAG Regional Council approved final report at their January meeting.

Although the study concludes that constructing exclusive truck lanes is technically feasible, study results raised questions regarding the benefits of exclusive truck lanes relative to other infrastructure improvements, i.e., mixed flow lanes, high occupancy vehicle lanes, other alternatives, or a combination of alternatives. Based on this, the SR 60 Exclusive Truck Lane Feasibility Study recommended as the next step the development of a major multi-modal corridor analysis (as in the I-710 and I-15 corridors) with engineering and environmental documentation that can be used for Project Study Reports (PSRs) for high priority projects. That analysis should include freight management techniques and capacity improvements for mixed-flow traffic as well as trucks.

US-101 Freeway

The US-101 corridor in Los Angeles County is highly developed and is primarily a mix of residential and commercial uses. The 101 freeway is one of the most congested freeways in the nation, with existing three hours of congestion during the a.m./p.m. peak travel periods.

To address the severe congestion along US-101, a major corridor study will be conducted by a consultant to evaluate major multi-modal, inter-modal transportation corridor issues and prepare Project Study Reports (PSRs)/PSR equivalent documents for the most critically needed near-, mid-, and long-range projects identified along the US 101 corridor. A total of $4.5 million of funding has been identified to date; $3 million from the Governor's Traffic Congestion Relief Program (TCRP), $1 million from the Southern California Association of Governments (SCAG) and the Las Virgenes-Malibu Council of Governments (LVMCOG), and $500,000 from the Los Angeles County Metropolitan Transportation Authority (MTA). The consultant contract for this Corridor Study will begin by summer 2001 and take up to three (3) years to complete. Another $1.5 million in funding will be pursued as the study progresses to ensure sufficient funds to complete the most critically needed programming documents for key corridor projects.

Projects resulting from this study will address multi-modal solutions that include light rail, commuter rail as well as provide congestion relief and improve mobility for buses and carpools by completing the HOV system, improving ingress/egress to US-101 freeway interchanges and key intersections, reduce incursion of non-residential traffic into residential neighborhoods, and reduce air pollution.

710 Freeway Extension

Brief Project Description:

Construct six-lane freeway and two high-occupancy-vehicle lanes, between the I-10 Freeway in the City of Alhambra, and the I-210 Freeway in the City of Pasadena.

Background

Route 710 is a major north-south Interstate route used for inter-regional and intraregional commuting and shipping through an urbanized corridor, connecting the Ports of Long Beach and Los Angeles to the western San Gabriel Valley.

- In 1964 the California Highway Commission adopted the "Meridian Route" for the 710 Extension through the Cities of Alhambra, Los Angeles, South Pasadena and Pasadena to close the 6.2-mile gap between Routes 10 and 210, in order to maintain the best possible levels of service.

- The City of South Pasadena filed a lawsuit in 1973 to require that an Environmental Impact Statement (EIS) be completed. At the instruction of the Court, Caltrans and the Federal Highway Administration (FHWA) prepared a Draft Environmental Impact Statement (DEIS) in 1974. In 1976 a DEIS-Supplement was prepared. A second DEIS Supplement was prepared in 1983.

- In 1986 a third DEIS-Supplement was prepared, to present the Meridian Variation Alternative, which was developed to reduce the project's impacts on historic properties.

- In 1992, the Federal Highway Administration (FHWA) gave conditional approval of the Final Environmental Impact Statement, which selected the Meridian Variation Alternative as the preferred Alternative. Caltrans at the direction of FHWA created the Route 710 Mitigation and Enhancement Advisory Committee, which made recommendations for measures that would further reduce the project's impacts.

- Caltrans incorporated approximately 90% of the recommendations in its June 1993 report.

- The California Transportation Commission (CTC) voted to approve the freeway alignment known as the "Meridian Variation Alternative" on September 14, 1994.

- On April 13, 1998, FHWA approved the Record of Decision (ROD) with additional conditions.

- The CTC, at Caltrans request, filed a Notice of Determination (NOD) on April 14, 1998, starting the 30-day statute of limitations on filing legal challenges to the Final Environmental Impact Report (EIR).

- On May 13, 1998, the City of South Pasadena and its allies filed a lawsuit against Caltrans and the CTC in State Court. A similar suit was filed in Federal Court against Caltrans and the FHWA on June 10, 1998. Both lawsuits are ongoing.

- On July 9, 1999, the court issued an injunction preventing Caltrans from acquiring any additional properties for 710 project or construction of 710 project. However the injunction will not prevent Caltrans from doing planning or design.

- Caltrans has programmed $9.7 million through the ITIP for Interim Traffic Improvement projects throughout the 710 corridor as mandated by FHWA in the Record of Decision (ROD). Total estimate for Interim Traffic Improvement projects proposed by the Design Advisory Group (DAGs) was $25.1 million. The DAGs are seeking to fund the remainder of the projects through ITIP or RTIP. A Draft Contribution Agreement was sent to four impacted cities for their review on December 7, 1999. The contribution Agreements will distribute the programmed fund ($9.7 million) per projects identified by the impacted cities. The following are the distribution:

City of Alhambra	$1.95 million in capital cost and $414,000 in support cost.
City of Los Angeles (El Sereno)	$1.45 million in capital cost and $308,000 in support cost.
City of Pasadena	$1.80 million in capital cost and $382,000 in support cost.
City of S. Pasadena	$2.7 million in capital cost and $574,000 in support cost.

- Caltrans is mandated by Statute and Environmental Laws to retrofit historic properties owned by Caltrans throughout the 710 corridor. $19.44 million of programmed funds have been spent to retrofit these properties and Caltrans' right of way needs additional $22 million to retrofit the remainder of the properties.

- The agreements for Interim Traffic Improvements have been finalized and the Local agencies have been cap tured $46 million additionally for traffic mitigation under the Rogan Bill.

PROS:

- This project will provide a critical connecting link to the regional transportation highway system, allowing the system to operate more efficiently and effectively.
- It will divert through traffic from local arterials, thereby relieving traffic congestion and better serving the existing and future local transportation needs of the area.
- It will provide a critical link in a program wide High Occupancy Vehicle (HOV) lane system by connecting the HOV lanes on 4 major freeways.
- It will provide a crucial element in the regions' air quality management plan by reducing traffic congestion and promoting free flowing traffic.

CONS:

The adverse community and environmental impacts associated with the project are as follows:

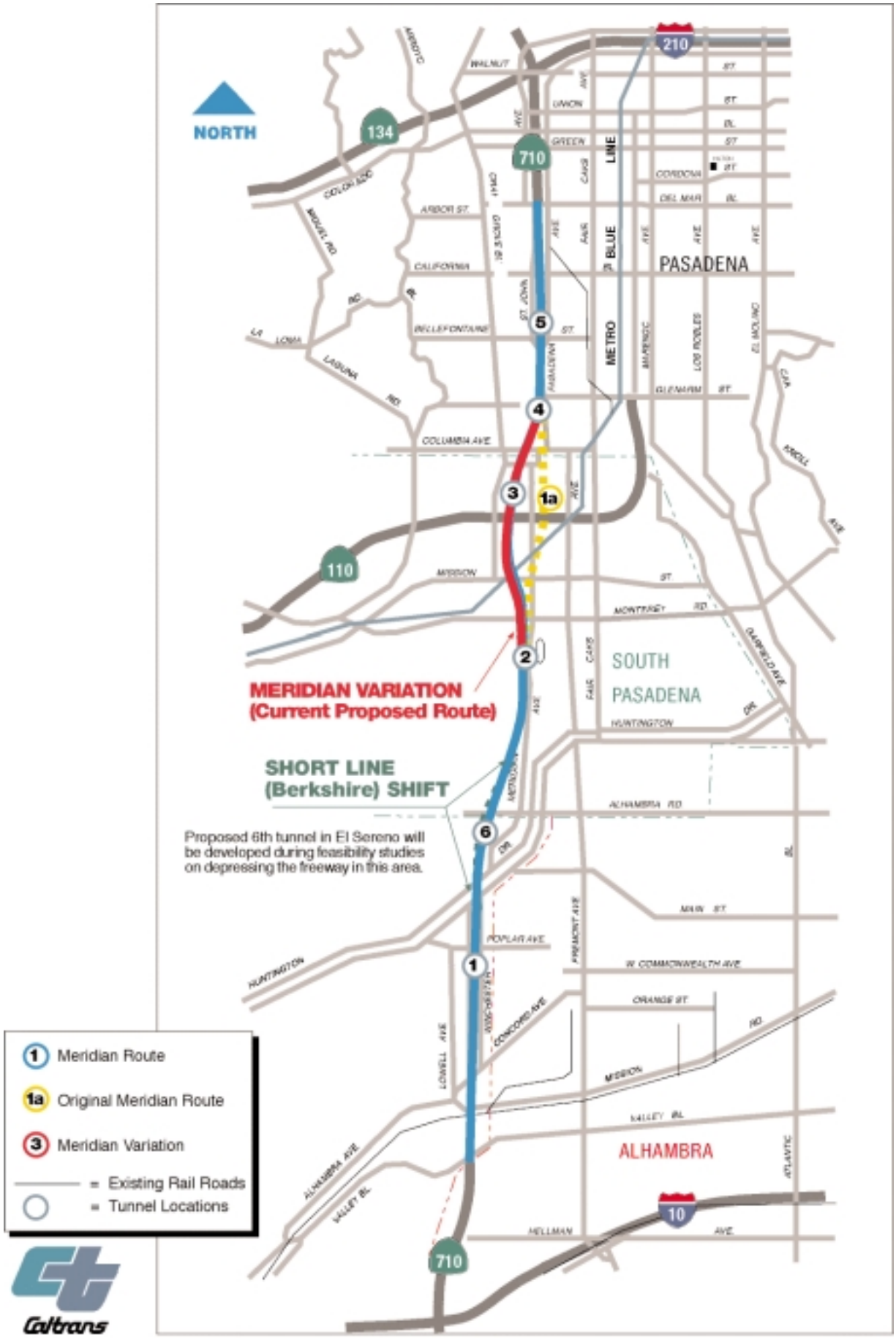
- Residential disruption - 976 dwelling units, with approximately 2,700 occupants, would be dislocated.
- Disruption of community cohesion - Freeway construction would divide existing neighborhoods and disrupt affiliation patterns.
- Four Historic Districts and six individual properties, that are eligible for listing on the National Register of Historic Places, would be directly impacted by the project. A total of 52 historic properties, including the Historic Pasadena Freeway would be impacted.
- Approximately 6,000 mature trees would be removed by the project.
- Short term impacts during construction -Fugitive dust and increased noise due to construction activities and the operation of heavy equipment. Water run-off and disruption of traffic patterns due to hauling activities and temporary detours.
- Elevation in ambient noise levels - Following construction, neighborhoods in the Freeway Corridor would experience a general increase in ambient noise levels due to traffic generated noise.

OPPONENTS:

The City of Pasadena, the City of South Pasadena, the South Pasadena Unified School District, Federal Advisory Council on Historic Preservation (ACHP), the National Trust for Historic Preservation, the Los Angeles Conservancy, the South Pasadena Cultural Heritage Commission, and the Pasadena Cultural heritage Commission.

SUPPORTERS:

Caltrans, FHWA, SCAG, the Automobile Club of Southern California, and the Cities of Los Angeles, Alhambra, Monrovia, Duarte, Arcadia, Monterey Park, Bell Gardens, Cudahy, and Long Beach.


NORTH
210
134
710
110
10
PASADENA
SOUTH PASADENA
ALHAMBRA
BLUE LINE
GOLD LINE
MERIDIAN VARIATION
(Current Proposed Route)
SHORT LINE
(Berkshire) SHIFT
Proposed 6th tunnel in El Sereno will be developed during feasibility studies on depressing the freeway in this area.
1 Meridian Route
1a Original Meridian Route
3 Meridian Variation
= Existing Rail Roads
= Tunnel Locations
Caltrans

District 7 Major Awards

District 7 Major Awards

- 2000: Excellence in Transportation, System Operations, Geofoam Remediation of Hume Road
- 2000: Excellence in Transportation Major Structures (Urban), I-110 Harbor Freeway HOV Viaduct.
- 2000: Excellence in Transportation, Historic Preservation/Cultural Enhancement, Olympic Blvd. Bridge.
- 1999: Historical Preservation and Cultural Enhancement of the Adams-Figueroa Historic District.
- 1999: Excellence in Transportation, Harbor Transitway Inter-modal Facilities, Project, Harbor Freeway (I-110) Transit Stations.
- 1999: Southern California Association of Governments 25th Anniversary Rideshare Diamond Award.
- 1999: Governor's Employee Safety Award, Gary George, Caltrans Electrician II Outstanding Heroism.
- 1999: National Historic Civil Engineering Landmark, Arroyo Seco Parkway was designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers.
- 1999: FHWA Award, Striving for Excellence, Team Award, Long Beach Freeway (710 Gap Closure Project and Record of Decision.
- 1999: Los Angeles County Fair Green Ribbon, Most outstanding use of a Multiple Space Area at the Los Angeles County Fair.
- 1999: Tranny Award-Special Program Recognition, Century community Children's Center.
- 1997: Excellence in Transportation, Category 1, Inter-modal Transportation, Project, Metro Red Line, Wilshire Extension.
- 1997: Excellence in Transportation, Category 1, Inter-modal Transportation, Project, Harbor Freeway Transit Center.
- 1997: Excellence in Transportation, Category 6, Systems Operations Project, Santa Monica Freeway Smart Corridor.
- 1997: Excellence in Transportation, Category 8, Safety Project, Traffic Safety Program, Ventura
- 1997: Excellence in Transportation, Category 10, Cultural Enhancement Project, Douglas/Rosecrans Station, Metro Green Line
- 1997: FHWA Environmental Excellence Category, Community Cohesion Project, Calabasas Creek Park
- 1996: Director's Water Conservation Award Category, Water Management Project, Century Freeway Landscape Irrigation

- 1996: Excellence in Highway Design Category 1, Urban Highways Award of Merit Project, Interstate 105/110 Interchange Project
- 1996: Excellence in Transportation Category 1, Inter-modal Transportation Project: Real Time Traffic Info on the Internet
- 1995: Excellence in Transportation Category, Landscape Design Project: Diamond Bar Reforestation (SR-60)
- 1994: Director's Water Conservation Award, Category, Landscape Project, Diamond Bar Reforestation (SR-60)
- 1994: Tranny Award Category – Joint Asset Management, Project, Century Freeway Housing Project, Casa Loma
- 1992: Excellence in Highway Design, Category, Reconstruction, Rehabilitation , and Cost Savings Project, Glen Anderson Freeway (I-105)

Frequently Used Acronyms

AADT: (Average Annual Daily Traffic) Denotes that the daily traffic is averaged over one calendar year.

ADT: (Average Daily Traffic) The average number of vehicles passing a specified point during a 24-hour period.

AQMD: (Air Quality Management District) A regional agency, which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

AQMP: (Air Quality Management Plan) The plan for attaining state air quality as required by the California Clean Air Act of 1988. The plan is adopted by air quality districts and is subject to approval by the California Air Resources Board.

ATIS: (Advanced Traveler Information Systems)

ATMS: (Advanced Traffic Management Systems) Part of ITS - Intelligent Transportation System designed to provide motorists with the latest in traffic decision-making technology. Features fiber optic and wireless communication linking ITS with Transportation Management Centers.

AVCS: (Automated Vehicle Control Systems)

AVO: (Average Vehicle Occupancy) The average number of persons occupying a passenger vehicle along a roadway segment intersection, or area, as typically monitored during a specified time period. For the purpose of the California Clean Air Act, passenger vehicles include autos, light duty trucks, passenger vans, buses, passenger rail vehicles and motorcycles.

AVR: (Average Vehicle Ridership) The number of employees who report to a worksite divided by the number of vehicles driven by those employees, typically averaged over an established time period. This calculation includes crediting vehicle trip reductions from telecommuting, compressed workweeks and non-motorized transportation.

Caltrans: (California Department of Transportation) As the owner/operator of the state highway system, Caltrans is responsible for its safe operation and maintenance. Proposes projects for intercity rail, interregional roads, and soundwalls. Also responsible for the State Highway Operation and Protection Program, Toll Bridge, and Aeronautics programs. Caltrans is the implementing agency for most state highway projects, regardless of program, and for the Intercity Rail program.

CBD: (Central Business District) The downtown core area of a city, generally an area of high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and service businesses.

CCTV: (Closed Circuit Television Cameras)

CEQA: (California Environmental Quality Act) A statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development or project.

CHP: (California Highway Patrol)

CIP: (Capital Improvement Program) A seven-year program of projects to maintain or improve the traffic level of

service and transit performance standards developed and to mitigate regional transportation impacts identified by the Congestion Managment Program Land Use Analysis Program, which conforms to transportation-related vehicle emissions air quality mitigation measures.

CMA: (Congestion Management Agency) The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

CMAQ: (Congestion Mitigation Air Quality program) Part of ISTEA, this is a funding program designed for projects that contribute to the attainment of air quality goals.

CMP: (Congestion Management Program) A legislatively required countywide program, which addresses congestion problems.

CMS: (Changeable Message Sign)

CMS: (Congestion Management System) Required by Intermodal Surface Transportation Efficiency Act (ISTEA) to be implemented by states to improve transportation planning.

CTC: (California Transportation Commission) A body established by Assembly Bill 402 (AB 402) and appointed by the Governor to advise and assist the Secretary of the Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for transportation.

D/C: (Demand-to-Capacity ratio) The relationship between the number of vehicle trips operating on a facility, versus the number of vehicle trips that can be accommodated on that facility.

DSMP: (District System Management Plan) A part of the system planning process. A district's long-range plan for management of transportation systems in its jurisdiction.

EIR: (Environmental Impact Report) A report prepared pursuant to CEQA that analyzes the level of environmental degradation expected to be caused by a proposed development or project.

FAI: (Federal Aid Interstate) Highway program established in 1956 for national defense purposes, these roadways interconnect the major nationwide population and economic centers. Also, there is a federal funding category for these routes.

FHWA: (Federal Highway Administration)

Freeway Capacity: The maximum sustained 15 minute rate of flow that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in a specified direction.

FSP: (Freeway Service Patrol) A special team of tow truck drivers who continuously patrol freeways during commuter hours to help clear disabled automobiles.

HAR: (Highway Advisory Radio) Short land radio frequency providing up to date traffic information.

HOT Lanes: (High Occupancy Toll Lane) New HOV lanes that allow single occupant vehicles access for a fee.

HOV: (High Occupancy Vehicle Lane) A lane of freeway reserved for the use of vehicles carrying a minimum of

two occupants. Such vehicles include buses, taxis, carpools and vanpools.

I/C: (Interchange) A system of interconnecting freeways in conjunction with one or more grade separations providing for the interchange of traffic between two or more roadways on different levels.

IRRS: (Interregional Road System) A series of interregional state highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions.

ISTEA: (Intermodal Surface Transportation Efficiency Act) Federal legislation and funding Program adopted in 1991. It provides increased funding and program flexibility for multi-modal transportation programs. Update: ISTEA expired on September 30, 1997. In December 1997, Congress passed and the President signed a six-month extension of the law, holding funding to current levels and keeping program structure and formulas intact. This extension expired on March 31, 1998, with an obligation deadline of May 1, 1998. On June 9, 1998, the President signed into law PL 105-178, the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. TEA-21 builds on the initiatives established in the 1991 ISTEA.

ITIP: (Interregional Transportation Improvement Program) An improvement program that makes up 25% of the STIP. 60% of this program is for improvements on Interregional Routes in non-urbanized areas and intercity rail. 40% is to fund projects of interregional significance (for the interregional movement of people and goods).

ITMS: (Intermodal Transportation Management System) A quick-response statewide sketch planning tool to assist planners in evaluating proposals in order to improve spending decisions. It provides the capability to analyze the current transportation network and to evaluate the impacts of investment options at the corridor area or statewide level.

ITS: (Intelligent Transportation Systems) The application of electronics and computer information systems to transportation.

ITSP: (Interregional Transportation Strategic Plan) Caltrans guiding framework for implementing the Interregional Improvement Program under Senate Bill 45.

IVHS: (Intelligent Vehicle Highway Systems) - now known as Intelligent Transportation System (ITS) - The development of application of electronics, communications or information processing (including advanced traffic management systems, public transportation systems, satellite vehicle tracking systems, and advanced vehicle communications systems) used alone or in combination to improve the efficiency and safety of surface transportation systems.

LACMTA: (Los Angeles County Metropolitan Transportation Authority)

LADOT: (Los Angeles City Department of Transportation)

LARTS: (Los Angeles Regional Transportation Study) An organization of transportation planners and data analysts who have developed and are charged with monitoring and forecasting travel in the Los Angeles area. It has primary responsibility for predicting future travel behavior within six counties (Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial) which comprises the Southern California Association of Governments (SCAG) region. It operates under the aegis of CALTRANS, District 7, and functions with the support of SCAG,

U.S. Department of Transportation, and transit districts, cities and counties of the SCAG region.

LIR: (Local Implementation Report) A report that jurisdictions must submit to LACMTA to remain in conformance with Los Angeles County Congestion Management Program (CMP) requirements. This report is submitted on an annual basis, and contains a resolution of conformance, new development activity reporting, selected mitigation strategies and credit claims and future transportation improvements.

LOS: (Level of Service) A qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

LROP: (Long-Range Operations Plan)

MF: (Mixed Flow) Traffic movement having automobiles, trucks, buses, and motorcycles sharing traffic lanes.

MPAH: (Master Plan of Arterial Highways)

MPO: (Metropolitan Planning Organization) According to U.S. Code, the organization designated by the governor and local elected officials as responsible, together with the state, for the transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government.

Multi-modal: Pertaining to more than one mode of transportation. Examples are the Harbor Freeway Transitway, Rail levels, Bicycle lines, etc.

NHS: (National Highway System) Consists of 155,000 miles (plus or minus 15 percent) of the major roads in the U.S. Included all Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

NOP: (Notice of Preparation) A notice informing potentially affected agencies that an Environmental Impact Report (EIR) is being prepared for a proposed development or project.

Performance Indicator: Quantitative measures of how effective an activity, task, or function is being performed. In transportation systems, it is usually computed by relating a measure of service output or use to a measure of service input or cost.

PM: (Post Mile) Is the mileage measured from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PMT: (Passenger Miles Traveled) The number of miles traveled by all passengers on a transportation mode such as transit.

PPN: (Planning and Program Number) Used in the State Transportation Improvement Program (STIP) to identify projects.

PSR: (Project Study Report) The pre-programming document required before a project may be included in the STIP.

RME: (Regional Mobility Element) SCAGs major policy and planning statement on the region's transportation issues and goals. It is comprised of a set of long-range policies, plans, and programs that outline a vision of a regional transportation system compatible with federal and state mobility objectives. Formerly called the Regional Mobility Plan (RMP).

RMP: (Regional Mobility Plan) The equivalent to the federal and state required Regional Transportation Plan (RTP) for the SCAG region.

RSA: (Regional Statistical Area) An aggregation of census tracts for the purpose of sub-regional demographic and transportation analysis within the Southern California Association of Governments (SCAG) area.

RTIP: (Regional Transportation Improvement Program) A list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the FCR and Urban and Commuter Rail Programs. The individual projects are first proposed by local jurisdictions (CMAs in urbanized counties), then evaluated and prioritized by the RTPA for submission to the CTC. The RTIP has a seven-year planning horizon, and is updated every two years.

RTP: (Regional Transportation Plan) A comprehensive 20-year plan for the region, updated every two years by the regional transportation-planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The agency responsible for the preparation of RTPs and RTIPs and designated by the State Business Transportation and Housing Agency to allocate transit funds. RTPAs can be local transportation commissions, COGs, MPOs or statutorily created agencies. In the Los Angeles area, SCAG is the RTPA.

SCAB: (South Coast Air Basin) A geographic area defined by the San Jacinto Mountains to the east, the San Bernardino Mountains to the north, and the Pacific Ocean to the west and south. The entire SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

SCAG: (Southern California Association of Governments) The Metropolitan Planning Organization (MPO) for Ventura, Los Angeles, Orange, San Bernardino, Riverside and Imperial counties that is responsible for preparing the RTIP and the RTP. SCAG also prepared land use and transportation control measures in the 1994 Air Quality Management Plan (AQMP).

SCAQMD: (South Coast Air Quality Management District) The agency responsible for preparing the Air Quality Management Plan (AQMP) for the South Coast Air Basin.

SCRRA: (Southern California Regional Rail Authority) operates Metrolink.

SHOPP: (State Highway Operation and Protection Program) A four-year program limited to projects related to State highway safety and rehabilitation.

SR: (State Route)

SRTP: (Short-Range Transit Program) A five-year comprehensive plan required by the Federal Transit Administration for all transit operators receiving federal funds. The plans establish the operator's goals, policies, and objectives, analyze current and past performance, and describe short-term operational and capital improvement plans.

STIP: (State Transportation Improvement Program) A list of transportation projects, proposed in RTIPs and the PSTIP, which are approved for funding by the CTC.

STP: (Surface Transportation Program) Part of ISTEA, this is a funding program intended for use by the states and cities for congestion relief in urban areas.

TCR: (Transportation Concept Report) Formerly Route Concept Report (RCR) this report analyzes a transportation corridor service area, establishes a twenty-year transportation planning concept and identifies modal transportation options and applications needed to achieve the twenty-year concepts.

TDM: (Transportation Demand Management) Demand based techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

TEA-21: (Transportation Equity Act for the 21st Century) Signed by President Clinton on June 9, 1998. TEA-21 builds on the initiatives established in the ISTEA Act of 1991. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

TIA: (Transportation Impact Analysis) An analysis procedure to assist local jurisdictions in assessing the impact of land use decisions on the Congestion Management Program (CMP) system for Los Angeles County.

TMC: (Transportation Management Center) A focal point that can monitor traffic and road conditions, as well as train and transit schedules, and airport and shipping advisories. From here, information about accidents, road closures and emergency notifications is relayed to travelers.

TOS: (Traffic Operation System) Computer based signal operation.

TSM: (Transportation System Management) That part of the urban transportation process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short-term, low capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

TW: (Transitway)

VCTC: (Ventura County Transportation Commission)

Vehicle Occupancy: The number of people aboard a vehicle at a given time; also known as auto or automobile occupancy when the reference is to automobile travel only.

Vehicle Trip: A one-way movement of a vehicle between two points.

V/C: (Volume/Capacity).

VMT: (Vehicle Miles Traveled) (1) On highways, a measurement of the total miles traveled in all vehicles in the

area for a specified time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period. (2) In transit, the number of vehicle miles operated on a given route or line or network during a specified time period.

VSM: (Vehicle Service Miles) The total miles traveled by transit service vehicles while in revenue service.